

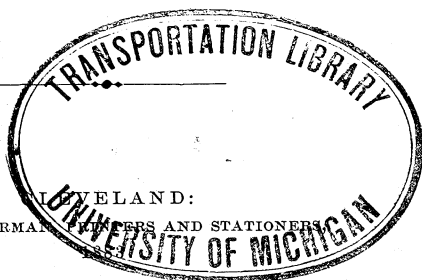
THIRTEENTH ANNUAL REPORT  
OF THE  
PRESIDENT AND DIRECTORS  
OF THE  
LAKE SHORE  
AND  
MICHIGAN SOUTHERN  
RAILWAY COMPANY  
TO THE STOCKHOLDERS  
FOR THE

FISCAL YEAR ENDING DEC. 31, 1882.

SHORT & FORMAN

CLEVELAND:

PRINTERS AND STATIONERS





# THIRTEENTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

# Lake Shore & Michigan Southern

## Railway Company

TO THE

STOCKHOLDERS

FOR THE

FISCAL YEAR ENDING DEC. 31, 1882.

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CLEVELAND, O.:

SHORT & FORMAN, PRINTERS AND STATIQNERS.

1883.



# ORGANIZATION

OF THE

# Lake Shore & Michigan Southern

## RAILWAY COMPANY.

MAY 1, 1883.

### DIRECTORS.

WILLIAM H. VANDERBILT .....	NEW YORK.
CORNELIUS VANDERBILT .....	NEW YORK.
WILLIAM K. VANDERBILT .....	NEW YORK.
AUGUSTUS SCHELL .....	NEW YORK.
SAMUEL F. BARGER .....	NEW YORK.
JOHN E. BURRILL .....	NEW YORK.
DARIUS O. MILLS .....	NEW YORK.
EDWIN D. WORCESTER .....	NEW YORK.
JOHN NEWELL .....	CLEVELAND, O.
WILLIAM L. SCOTT .....	ERIE, PA.
CHARLES M. REED .....	ERIE, PA.
RASSELAS BROWN .....	WARREN, PA.
ALBERT KEEP .....	CHICAGO, ILL.

### OFFICERS.

PRESIDENT .....	WILLIAM H. VANDERBILT .....	NEW YORK.
VICE-PRESIDENT .....	AUGUSTUS SCHELL .....	NEW YORK.
TREASURER AND SECRETARY .....	EDWIN D. WORCESTER .....	NEW YORK.
ASS'T SEC'y AND ASS'T TREAS .....	N. BARTLETT .....	CLEVELAND, O.
AUDITOR .....	C. P. LELAND .....	CLEVELAND, O.
GENERAL MANAGER .....	JOHN NEWELL .....	CLEVELAND, O.
ASS'T GENERAL MANAGER .....	ADDISON HILLS .....	CLEVELAND, O.
GENERAL SUPERINTENDENT .....	P. P. WRIGHT .....	CLEVELAND, O.
GENERAL FREIGHT AGENT .....	GEORGE H. VAILLANT .....	CLEVELAND, O.
ASS'T GENERAL FREIGHT AGENT .....	CHARLES M. GRAY .....	CHICAGO, ILL.
ASS'T GENERAL FREIGHT AGENT .....	J. T. R. MCKAY .....	CLEVELAND, O.
GENERAL PASSENGER AGENT .....	W. P. JOHNSON .....	CHICAGO, ILL.
GENERAL TICKET AGENT .....	J. W. CARY .....	CLEVELAND, O.
CHIEF ENGINEER .....	L. H. CLARKE .....	CLEVELAND, O.
GENERAL MASTER MECHANIC .....	JAMES SEDGLEY .....	CLEVELAND, O.
MASTER CAR BUILDER .....	JOHN KIRBY .....	CLEVELAND, O.
PURCHASING AGENT .....	A. C. ARMSTRONG .....	CLEVELAND, O.

GENERAL OFFICES ..... CLEVELAND, O.  
 NEW YORK OFFICE, Room 47, Grand Central Depot..... NEW YORK.

NEW YORK OFFICE { Pays dividends Feb 1, May 1, Aug. 1, Nov. 1.  
                           { Pays coupon interest on bonds.  
                           { Transfers stock.

UNION TRUST CO. { Pays interest on registered bonds.  
 OF NEW YORK    { Transfers registered bonds.  
                           { Registrar of stock.



# REPORT.

The President and Directors of the LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY submit to the Stockholders the following report for the year ending December 31, 1882:

## ROAD OPERATED.

Main Line—Buffalo, N. Y., to Chicago, Ill.....	540.49 miles.
Five L. S. & M. S. Branches.....	324.88 "
Total Miles, L. S. & M. S. R'y proper.....	864.87 miles.
Three proprietary roads, owned wholly by L. S. & M. S. R'y Co., but under other organizations.....	160.07 miles.
Five leased Roads.....	314.60 "
Total miles road operated.....	1,339.54 miles.

With 266.24 miles second track and 536.60 miles side-tracks, making, in all, 2,142.38 miles of track, of which 1,361.49 miles are laid with steel, an increase of 124 miles in 1882.

This Company leased in perpetuity, as of July 1st, 1881, the Detroit, Hillsdale and Southwestern Railroad, 64.80 miles, at a rental of \$41,000 annually for two years, and after that \$54,000 annually (four per cent. upon its capital stock).

Also as of September 1st, 1882, in perpetuity, the Fort Wayne and Jackson Railroad, 97.42 miles, at an annual rental of five and one-half per cent. upon its preferred stock (rental, \$126,027.88).

These leases were made, after long and careful consideration, to protect the interests of the Company.

## CONSTRUCTION.

This account stands at \$66,500,000, the same as at the end of 1881. Nothing was charged to this account in 1882.

## EQUIPMENT.

This account was increased in 1882 from \$16,150,000 to \$17,169,000, increase \$1,019,000 for the following increase in equipment.

	Dec. 31, 1882.	Dec. 31, 1881.	Increase.
Locomotives.....	547	532	15
Cars.....	17,085	16,018	1,067

## CAPITAL STOCK.

The Capital Stock of the Company is \$50,000,000, to-wit:

Guaranteed (10 per cent).....	5,335 Shares—\$100.....	\$ 533,500
Ordinary .....	494,665 Shares— 100.....	49,466,500
	500,000 Shares—\$100.....	\$50,000,000

Of the ordinary stock, the Company owns \$268,200, as stated in the balance sheet.

## FUNDED DEBT.

The usual annual contribution of \$250,000 to the Sinking Fund reduces the first mortgage debt from \$22,250,000 to \$22,000,000.

The second mortgage debt was increased from \$14,665,000 to \$21,192,000 by the exchange of \$6,527,000 second mortgage bonds for 140,500 shares preferred and 124,800 shares common stock in the New York, Chicago and St. Louis Railway, a controlling interest.

While this involves an increase in our fixed charges of \$456,890 per annum, it is believed the results will confirm the wisdom of acquiring the control of that road.

The total funded debt now stands at \$43,192,000, an increase of \$6,277,000 in 1882.

## EARNINGS.

	1882.	1881.
From Freight .....	\$12,022,576 60	\$12,659,987 24
From Passengers.....	4,897,185 45	4,134,788 75
From Mails.....	713,240 91	699,416 54
From Express.....	397,944 34	327,146 28
From all other sources .....	194,691 83	150,052 52
<b>TOTAL</b> .....	<b>\$18,225,639 13</b>	<b>\$17,971,391 33</b>
Operating expenses and taxes.....	11,057,807 44	11,278,429 19
Per cent .....	60.67	62.76
<b>NET EARNINGS</b> .....	<b>\$ 7,167,831 69</b>	<b>\$ 6,692,962 14</b>
Increase in gross earnings.....	\$ 254,247 80	1.39 per c't
Decrease in operating expenses .....	220,621 75	1.96 "
Increase in net earnings.....	474,869 55	7.09 "

## DISPOSITION OF NET EARNINGS—1882.

Fixed charges .....	\$3,027,000 00
Four quarterly dividends, 2 per cent. each—8 per cent.....	3,957,320 00
Balance surplus for the year.....	183,511 69
<b>TOTAL NET EARNINGS</b> .....	<b>\$7,167,831 69</b>

The financial results, also the freight and passenger statistics condensed for thirteen years, since the organization of the Company by consolidation in 1869, are grouped together on the next page.



## EARNINGS, EXPENSES, &amp;C.

1870-1882—THIRTEEN YEARS.

A

Year.	Miles.	Gross Earnings.	OPERATING EXPENSES.		Net Earnings.	Fixed Charges.	DIVIDENDS, per share of \$100.	
			Amount.	Per cent.			Earned.	Paid.
1870.....	1013	\$13,509,236	\$8,368,821	<b>61.95</b>	\$5,140,415	\$1,828,897	\$9 60	\$8 00
1871.....	1074	14,898,449	9,779,806	<b>65.64</b>	5,118,643	2,121,164	8 37	8 00
1872.....	1136	17,699,935	11,839,526	<b>66.90</b>	5,860,409	2,201,459	8 55	8 00
1873.....	1177	19,414,509	13,746,598	<b>70.90</b>	5,667,911	2,654,560	6 10	4 00
1874.....	1177	17,146,131	11,152,371	<b>65.04</b>	5,993,760	3,008,193	6 04	3 25
1875.....	1177	14,434,199	10,531,501	<b>72.96</b>	3,902,698	2,810,294	2 20	2 00
1876.....	1177	13,949,177	9,574,836	<b>68.64</b>	4,374,341	2,759,989	3 26	3 25
1877.....	1177	13,505,159	8,963,966	<b>66.37</b>	4,541,193	2,775,657	3 57	2 00
1878.....	1177	13,979,766	8,486,601	<b>60.70</b>	5,493,165	2,718,792	5 61	6 50
1879.....	1177	15,271,492	8,934,524	<b>58.50</b>	6,336,968	2,754,988	7 24	8 00
1880.....	1177	18,749,461	10,418,105	<b>55.56</b>	8,331,356	2,750,374	11 28	8 00
1881.....	1177	17,971,391	11,278,429	<b>62.76</b>	6,692,962	2,725,375	8 02	8 00
1882.....	1274	18,225,639	11,057,807	<b>60.67</b>	7,167,832	3,027,000	8 37	8 00

## FREIGHT.

B

Year.	Tons.	Average Miles Hauled.	Tons One Mile.	Revenue.	Receipt per ton per mile.	Cost per ton per mile.	Profit per ton per mile.
					Cent.	Cent.	Cent.
1870.....	2,978,725	192.7	574,035,571	\$3,746,126	1.504	.932	.572
1871.....	3,784,525	193.9	733,670,696	10,341,218	1.391	.913	.478
1872.....	4,443,092	208.2	924,844,140	12,824,862	1.374	.920	.454
1873.....	5,176,661	203.6	1,053,927,189	14,192,399	1.335	.946	.389
1874.....	5,221,267	191.4	999,342,081	11,918,350	1.180	.767	.413
1875.....	5,022,490	187.8	943,236,161	9,639,038	1.010	.737	.273
1876.....	5,635,167	201.2	1,133,834,828	9,405,629	.817	.561	.256
1877.....	5,513,398	195.9	1,080,005,561	9,476,608	.864	.573	.291
1878.....	6,098,445	219.8	1,340,467,821	10,048,952	.734	.474	.260
1879.....	7,541,294	229.9	1,733,423,440	11,288,261	.642	.398	.244
1880.....	8,350,336	221.7	1,851,166,018	14,077,294	.750	.435	.315
1881.....	9,161,508	220.6	2,021,775,468	12,659,987	.617	.414	.203
1882.....	9,195,538	205.8	1,892,868,224	12,022,577	.628	.413	.215

## PASSENGERS.

C

Year.	Number passengers carried.	Average Distance	Passengers One Mile.	Revenue.	Receipt per passenger per mile.	Cost per passenger per mile.	Profit per passenger per mile.
					Cent.	Cent.	Cent.
1870.....	2,065,440	77	160,500,114	\$4,192,960	2.612	1.708	.904
1871.....	2,046,428	70	142,684,243	4,006,724	2.808	1.939	.869
1872.....	2,212,754	74	162,308,495	4,218,543	2.599	1.814	.785
1873.....	2,845,163	63	179,363,173	4,569,730	2.542	1.878	.664
1874.....	3,096,263	56	173,224,572	4,249,022	2.452	1.678	.774
1875.....	3,170,234	52	164,950,861	3,922,798	2.378	1.824	.554
1876.....	3,119,923	56	175,510,501	3,664,148	2.090	1.515	.575
1877.....	2,742,295	50	138,116,618	3,203,200	2.319	1.647	.672
1878.....	2,746,032	49	133,702,021	3,057,393	2.287	1.276	1.012
1879.....	2,822,121	50	141,162,317	3,198,003	2.223	1.174	1.049
1880.....	3,313,485	53	176,148,767	3,761,008	2.135	1.086	1.049
1881.....	3,682,006	56½	207,953,215	4,134,788	1.988	1.120	.868
1882.....	4,118,832	55	227,098,958	4,897,185	2.157	1.166	.991

It is a noteworthy fact (see Table A, two right hand columns) that in not one single year of the thirteen have the dividends exceeded the earnings, from transportation, applicable thereto.

The freight statistics (Table B) show a slight increase—31,030 tons—in freight moved, and a trifling improvement in the average rate per ton per mile—cent 0.628 in 1882 against cent 0.617 in 1881—but the average distance hauled was but 205.8 miles against 220.6 miles in 1881. This resulted in a decrease of \$637,410 (5 per cent.) in earnings,

A gratifying feature of the freight business this year is the proximity to an equality in tonnage east-bound (54 per cent.) and west-bound (46 per cent.)

These percentages in 1878 were respectively 74 and 26; since then a steady and rapid improvement in west-bound freight has brought it up to nearly one-half the entire movement

The earnings of the passenger trains, from passengers, mails and express, show an increase in 1882 of \$847,019, which is 16.41 per cent. The remarkable increase of the passenger traffic can best be shown by the subjoined figures, giving the earnings of passenger trains.

1882 .....	\$6,008,370
1881 .....	5,161,351
1880 .....	4,541,901
1876 (Centennial year) .....	4,428,448

The movement of both freight (9,195,538 tons) and passengers (4,118,832) in 1882 was the heaviest in the history of the Company, notwithstanding the partial failure of the crops in 1881.

## OPERATING EXPENSES.

Notwithstanding the fact that the exceptionally heavy passenger business required an increase of passenger train mileage of 327,027 miles, about eleven per cent., operating expenses show a decrease of \$220,621.

There were laid in the track, in 1882, 11,216 tons steel rails, against 10,765 tons in 1881. Not a single accident to either passenger or freight train this winter can be charged to a broken rail. The road and equipment have been maintained at their usual high standard, and the entire cost thereof charged to operating expenses. The expenses, including taxes, were 60.67 per cent. of the earnings, against 62.76 per cent in 1881.

## CONCLUSION.

The earnings for the past year show a steady recovery from the depressing influence of the struggle between the Trunk Lines, and indicate a healthful growth of business. The development and prosperity of the country keeps pace with, if it does not exceed, the facilities afforded by the opening of new routes. The earnings for the first quarter of 1883 are so much larger than for the corresponding period of 1882, that a much more favorable report is anticipated for the coming year.

WILLIAM H. VANDERBILT,  
*President.*

CLEVELAND, O., May 2, 1883.

## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY COMPANY.

EARNINGS.	Per Cent.	1882.	1881.	Per Cent.
From Freight.....	<b>65.97</b>	\$12,022,576.60	\$12,650,987.24	<b>70.45</b>
“ Passengers.....	<b>26.87</b>	4,897,185.45	4,134,788.75	<b>23.01</b>
“ Express.....	<b>2.18</b>	397,944.34	327,146.28	<b>1.82</b>
“ Mails.....	<b>3.91</b>	713,240.91	699,416.54	<b>3.89</b>
“ Rents.....	<b>.66</b>	119,513.86	91,391.72	<b>.51</b>
“ All other sources.....	<b>.41</b>	75,177.97	58,660.80	<b>.32</b>
<b>TOTAL.....</b>	<b>100.</b>	<b>\$18,225,639.13</b>	<b>\$17,971,391.33</b>	<b>100.</b>
OPERATING EXPENSES.	Per Cent of Earnings.	1882.	1881.	Per Cent of Earnings.
Salaries, general officers and clerks.....	<b>1.74</b>	\$ 318,861.05	\$ 298,926.70	<b>1.65</b>
Law expenses.....	<b>.24</b>	43,739.68	46,121.13	<b>.26</b>
Stationery and printing.....	<b>.44</b>	79,710.72	69,460.01	<b>.39</b>
Outside agencies and advertising.....	<b>1.32</b>	239,795.27	250,266.35	<b>1.39</b>
Contingencies.....	<b>.17</b>	31,027.86	35,261.81	<b>.20</b>
Repairs of bridges [inc. culverts and cattle guards].....	<b>.66</b>	120,611.75	139,607.65	<b>.78</b>
Repairs buildigs and fixtures.....	<b>1.74</b>	317,282.33	313,470.76	<b>1.74</b>
Repairs fences, road crossings and signs.....	<b>.33</b>	60,082.82	63,604.90	<b>.36</b>
Rail renewals.....	<b>2.44</b>	444,498.72	414,261.44	<b>2.31</b>
Tie renewals.....	<b>2.35</b>	428,561.89	288,258.72	<b>1.60</b>
Repairs roadway and track.....	<b>5.23</b>	952,750.87	963,303.12	<b>5.36</b>
Repairs locomotives.....	<b>3.59</b>	654,874.01	698,705.33	<b>3.89</b>
Fuel for locomotives.....	<b>5.76</b>	1,050,627.94	1,225,607.87	<b>6.82</b>
Water supply.....	<b>.30</b>	53,937.92	68,078.49	<b>.38</b>
Oil and waste.....	<b>.67</b>	122,179.90	122,850.48	<b>.68</b>
Locomotive service.....	<b>5.09</b>	928,034.80	981,024.46	<b>5.46</b>
Repairs passenger cars.....	<b>1.20</b>	217,850.38	220,363.85	<b>1.23</b>
Passenger train service.....	<b>1.11</b>	201,491.36	179,990.48	<b>1.00</b>
Passenger train supplies.....	<b>.13</b>	23,729.51	23,774.43	<b>.13</b>
Repairs freight cars.....	<b>3.73</b>	680,080.86	677,468.29	<b>3.77</b>
Freight train service.....	<b>2.89</b>	526,686.14	580,876.16	<b>3.23</b>
Freight train supplies.....	<b>.03</b>	5,252.18	15,665.70	<b>.09</b>
Telegraph expenses [maintaining and operating].....	<b>1.40</b>	255,185.23	243,837.83	<b>1.36</b>
Damage and loss to freight and baggage.....	<b>.36</b>	65,190.78	49,721.00	<b>.28</b>
Damage to property [including cattle].....	<b>.11</b>	20,529.64	38,961.60	<b>.22</b>
Personal injuries.....	<b>.24</b>	44,542.85	20,573.75	<b>.12</b>
Agents and station service.....	<b>11.25</b>	2,050,625.98	2,099,691.68	<b>11.67</b>
Station supplies.....	<b>.45</b>	81,205.57	80,020.33	<b>.45</b>
Rents.....	<b>.62</b>	113,077.13	106,597.13	<b>.59</b>
Hire of cars [debit balance].....	<b>2.31</b>	421,930.69	489,479.09	<b>2.72</b>
<b>TOTAL OPERATING EXPENSES.....</b>	<b>57.90</b>	<b>\$10,553,955.83</b>	<b>\$10,805,863.54</b>	<b>60.13</b>
<b>Taxes.....</b>	<b>2.77</b>	<b>503,851.61</b>	<b>472,565.65</b>	<b>2.63</b>
<b>TOTAL OPERATING EXPENSES AND TAXES.....</b>	<b>60.67</b>	<b>\$11,057,807.44</b>	<b>\$11,278,429.19</b>	<b>62.76</b>
<b>NET EARNINGS.....</b>	<b>39.33</b>	<b>7,167,831.69</b>	<b>6,692,962.14</b>	<b>37.24</b>
	<b>100.</b>			<b>100.</b>

## INCOME ACCOUNT—1882.

Amount to credit Income account, January 1, 1882.....	\$ 4,712,490 31
Gross earnings, 1882.....	18,225,639 13
Interest and dividends on assets .....	98,391 62
<b>TOTAL</b> .....	<b>\$23,036,521 06</b>

### D E B I T S.

Operating expenses and taxes, 1882.....	\$11,057,807 44
Interest on Funded Debt, viz:—	
Lake Shore & Michigan Southern.....	\$2,606,275 00
Detroit, Monroe & Toledo.....	64,680 00
Kalamazoo & White Pigeon.....	44,000 00
	2,714,955 00
Rental Leased Roads, viz:—	
Erie & Kalamazoo .....	30,000 00
Kalamazoo, Allegan & Grand Rapids.....	103,800 00
Detroit, Hillsdale & South Western—18 months.....	61,250 00
Jamestown & Franklin—40 per cent. of earnings.....	64,473 39
Mahoning Coal R. R.—40 per cent. of earnings.....	97,563 23
	357,086 62
Dividends guaranteed stock—10 per cent.....	53,350 00
Dividends ordinary stock, viz:—	
May 1, 1882.....No. 25.....2 per cent.	
August 1, 1882.....No. 26.....2 per cent.	
November 1, 1882...No. 27.....2 per cent.	
February 1, 1883, ..No. 28.....2 per cent.	
<b>TOTAL</b> .....8 per cent.....	3,957,320 00
<b>TOTAL DEBITS</b> .....	<b>\$18,140,519 06</b>
Balance to credit Income account December 31st, 1882.....	4,896,002 00
An increase of \$183,511.69.	

## CONDENSED BALANCE SHEET—DECEMBER 31, 1882.

## ASSETS.

Lake Shore & Michigan Southern Railway and Branches.....	861.87 miles.....	\$66,500,000 00	
Equipment—517 Locomotives, 17,085 Cars.....		17,169,000 00	
			\$83,669,000 00
Detroit, Monroe & Toledo Railroad.....	62.36 miles.....	1,381,600 00	
White Pigeon & Kalamazoo Railroad.....	36.57 “.....	610,000 00	
Northern Central Michigan Railroad.....	61.14 “.....	1,357,000 00	
Jamestown & Franklin Railroad, 51 miles—			
Advances to December 31, 1882.....		\$1,118,509 05	
First Mortgage Bonds (\$269,000).....		236,300 00	
Second Mortgage Bonds (\$482,000).....		449,100 00	
Stock (\$400,000).....		320,000 00	
			2,123,909 05
Chicago & Canada Southern Railway—			
First Mortgage Bonds.....	\$1,732,500 00 }		660,000 00
Stock.....	1,384,700 00 }		

## STOCKS.

Lake Shore & Michigan Southern Railway (2,632 shares).....	268,200 00
Detroit, Monroe & Toledo Railroad (4,140 shares, entire issue except 1 share).....	414,110 00
Cincinnati, Wabash & Michigan Railway (\$408,463.89).....	437,000 00
Pittsburgh & Lake Erie Railroad.....	200,000 00
Capital advanced to Co-operative Despatch Lines.....	27,824 05
Merchants' Despatch Transportation Company.....	319,443 58
Erie & Western Transportation Company.....	45,500 00
New York, Chicago & St. Louis Railway.....	\$14,050,000 00 Preferred }
	\$12,480,000 00 Common }
	6,527,000 00

## BONDS.

\$400,000—Lake Shore & Tuscarawas Valley—1st Mortgage.....	7s... \$400,000 00
446,000—Mahoning Coal Railroad—1st Mortgage.....	7s... 401,538 39
137,000—Grand Rapids, N. & L. S. R. R.—1st Mortgage.....	8s... 130,980 00
6,500—Grand Rapids, N. & L. S. R. R., Second Division—1st Mortgage.....	7s... 5,200 00
58,000—Kalamazoo & White Pigeon Railroad—1st Mortgage.....	7s... 52,200 00
23,000—Holliday Coal Company.....	7s... 23,000 00
144,000—Cleveland, Tuscarawas Valley & Wheeling, (and \$5,850 stock).....	7s... 144,000 00
	1,156,918 39
Pacific Hotel Company, Chicago—Bonds and Stock.....	428,212 50
Cash.....	534,274 95
Uncollected Earnings (collected since January 1st).....	604,311 89
General Office property and other real estate.....	365,779 61
Supplies—rails, fuel, etc.....	1,355,153 48
Valley Railway, Cleveland—advances.....	276,446 63
	<b>\$102,761,684 13</b>

## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY COMPANY.

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 LIABILITIES.

Capital Stock (\$533,500 ten per cent guaranteed).....\$50,000,000 00

Funded Debt (detailed table elsewhere)—

Lake Shore & Michigan Southern Railway .....	864.67 miles.....	43,192,000 00
Detroit, Monroe & Toledo Railroad.....	62.36 " .....	924,000 00
White Pigeon & Kalamazoo Railroad.....	36.57 " .....	600,000 00

December Liabilities, including \$1,200,000.00 for new equipment..... 2,133,677 13

Dividend paid February 1st, 1883..... 1,016,005 00

NOTE.—All fixed charges due January 1st, 1883 were provided for December 31st, and included in fixed charges of 1882.

Income, or Profit and Loss Account..... 4,896,002 00

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**\$102,761,684 13**

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## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY CO.

## EARNINGS AND EXPENSES IN DETAIL, 1882.

EARNINGS.	Per Cent.	January.	February.	March.	April.	May.
From Freight.....	<b>65.97</b>	949,570.66	808,828.19	865,407.72	860,851.63	837,366.26
“ Passengers.....	<b>26.87</b>	291,458.44	306,327.82	388,300.75	380,899.86	409,213.48
“ Express.....	<b>2.18</b>	22,840.11	25,153.53	32,600.89	34,741.39	30,745.40
“ Mails.....	<b>3.91</b>	52,360.00	52,140.00	59,580.40	55,651.55	55,689.88
“ Rents.....	<b>0.66</b>	9,476.41	8,359.05	10,800.64	9,686.36	5,375.86
“ All other sources.....	<b>0.41</b>	4,485.06	7,084.70	4,965.99	4,620.15	4,347.74
	<b>100.00</b>	1,330,190.68	1,207,893.29	1,361,656.39	1,346,450.94	1,342,738.02
<b>EXPENSES.</b>						
Salaries, gen'l officers and clerks..	<b>2.88</b>	26,445.30	26,291.94	26,228.59	26,274.90	26,410.86
Law expenses.....	<b>.40</b>	3,306.28	1,542.29	10,244.45	1,661.79	2,578.05
Stationery and printing.....	<b>.72</b>	7,283.34	6,551.36	7,900.60	4,316.34	7,395.73
Outside agencies and advertising..	<b>2.17</b>	19,191.55	20,429.97	18,797.51	19,288.52	18,504.99
Contingencies.....	<b>.28</b>	2,643.82	1,281.03	1,919.29	1,959.59	4,556.16
Rep's bridges (including culverts and cattle guard-)	<b>1.09</b>	9,016.44	8,994.16	5,026.38	8,963.39	6,085.89
Repairs buildings and fixtures.....	<b>2.87</b>	28,271.77	23,550.72	25,321.73	48,269.15	18,577.89
Rep's fences, road cross'gs & signs..	<b>.54</b>	4,255.43	4,102.94	3,561.29	7,077.28	4,063.31
Rail renewals.....	<b>4.02</b>					
Tie renewals.....	<b>3.88</b>	58,203.69	51,994.63	40,782.66	77,200.19	46,429.25
Repairs roadway and track.....	<b>8.62</b>	63,219.43	76,151.55	69,469.37	84,237.24	79,561.14
Repairs locomotives.....	<b>5.92</b>	61,774.22	51,476.55	61,677.74	57,867.16	62,479.12
Fuel for locomotives.....	<b>9.50</b>	100,204.57	80,002.42	85,375.50	81,961.79	80,699.84
Water supply.....	<b>.49</b>	4,931.02	5,705.73	5,213.36	5,754.13	5,021.73
Oil and waste.....	<b>1.10</b>	9,886.10	10,665.13	10,685.84	7,847.59	7,611.21
Locomotive service.....	<b>8.39</b>	87,697.03	70,466.84	77,270.79	73,858.26	73,438.00
Repairs passenger cars.....	<b>1.97</b>	24,883.57	18,459.77	15,841.73	15,045.01	21,170.03
Passenger train service.....	<b>1.82</b>	16,400.20	15,310.95	16,137.46	16,365.05	16,668.32
Passenger train supplies.....	<b>.22</b>	2,247.07	4,015.93	1,936.45	2,297.32	1,309.94
Repairs freight cars.....	<b>6.15</b>	63,935.40	49,866.59	69,568.38	52,572.30	53,080.29
Freight train service.....	<b>4.76</b>	53,254.90	42,755.07	42,256.12	41,125.32	37,394.95
Freight train supplies.....	<b>.05</b>	536.66	427.51	505.70	108.36	295.20
Telegraph exp.(maint'g & operat'g)	<b>2.31</b>	20,730.66	21,523.26	21,073.16	21,458.46	21,236.02
Damage & loss to frght. & baggage..	<b>.59</b>	5,775.57	4,181.33	4,798.71	4,098.82	5,730.85
Damage to property, incl. cattle....	<b>.19</b>	1,880.97	1,166.48	1,042.18	364.85	1,223.94
Personal injuries.....	<b>.40</b>	172.92	1,690.00	1,867.72	1,192.00	3,987.00
Agents and station service.....	<b>18.54</b>	186,391.04	169,625.56	174,478.31	171,325.21	167,735.81
Station supplies.....	<b>.73</b>	9,591.23	9,922.74	5,936.30	6,257.85	4,929.90
Rents payable.....	<b>1.02</b>	10,922.79	9,934.63	13,729.90	1,832.28	13,134.29
Hire of cars (debit balance).....	<b>3.82</b>	45,087.28	29,052.91	32,977.58	36,527.19	26,825.30
Total operating expenses.....	<b>95.44</b>	928,140.34	817,019.99	851,624.80	877,107.34	818,135.01
Taxes.....	<b>4.56</b>	41,987.63	41,987.63	41,987.63	41,987.63	41,987.63
Total Operating Expenses & Taxes	<b>100.00</b>	970,127.97	859,037.62	893,612.43	919,094.97	860,122.64
Net Earnings.....		360,062.71	348,855.67	468,043.96	427,355.97	482,615.98
<b>FIXED CHARGES.....</b>						
		250,000.00	250,000.00	250,000.00	250,000.00	250,000.00
BALANCE.....		110,062.71	98,855.67	218,043.96	177,355.97	232,615.98



## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY CO.

## EARNINGS AND EXPENSES IN DETAIL, 1882.

June.	July.	August.	September.	October.	November.	December.	TOTAL.
800,701.97	863,618.52	1,054,762.35	1,156,499.67	1,301,081.18	1,285,264.99	1,238,623.46	12,022,576.60
417,628.25	433,369.82	484,165.79	535,361.61	489,657.04	397,285.33	361,517.26	4,897,185.45
28,567.48	26,022.04	31,285.16	42,426.93	43,215.74	42,617.87	37,727.80	397,944.34
103,868.47	55,610.88	55,664.88	53,561.06	55,556.99	55,662.46	57,864.34	713,240.91
9,230.57	11,663.10	7,207.39	6,818.08	11,449.88	17,029.78	13,011.74	119,513.86
3,794.28	9,656.77	9,338.89	8,972.83	7,215.60	7,121.17	3,574.79	75,177.97
1,363,791.02	1,401,376.13	1,642,424.46	1,803,640.18	1,908,176.43	1,804,981.60	1,712,319.39	18,225,639.13
26,902.88	26,370.15	26,123.42	26,544.09	26,947.77	27,207.72	27,113.34	318,861.05
4,075.67	5,893.04	1,167.54	4,500.48	1,717.68	1,720.96	5,381.45	43,739.68
6,211.00	6,439.21	5,659.02	6,300.14	7,931.22	6,090.73	7,602.03	79,710.72
19,999.55	18,773.96	19,771.55	19,348.62	21,920.09	22,146.62	21,622.34	239,795.27
3,368.65	2,917.36	2,171.14	2,375.01	3,292.44	2,073.97	2,889.40	31,027.86
16,264.05	16,933.33	13,786.80	11,648.45	9,920.11	6,109.45	7,953.30	120,611.75
38,193.56	27,389.38	23,719.75	20,580.73	31,629.40	15,144.89	16,633.36	317,282.33
5,079.49	9,562.55	5,687.77	3,740.36	6,403.22	3,897.92	2,651.26	60,082.82
-----	70,000.00	70,000.00	70,000.00	85,000.00	85,000.00	64,498.72	444,498.72
48,433.97	23,242.86	17,130.75	18,716.48	13,955.39	17,457.70	15,014.32	428,561.89
77,368.90	91,978.48	86,974.91	94,710.98	90,907.13	68,810.47	69,361.27	952,750.87
51,056.49	49,963.95	47,361.65	56,142.26	52,696.99	48,764.74	53,613.14	654,874.01
79,099.18	80,238.39	86,171.65	87,163.06	92,046.86	94,180.18	103,484.50	1,050,627.94
3,841.05	3,297.11	3,180.23	5,707.32	3,322.84	4,020.36	3,943.04	53,937.92
6,793.56	8,178.40	10,894.73	11,125.08	12,448.68	11,938.68	14,104.90	122,179.99
71,471.00	70,141.95	74,911.34	76,950.70	79,870.65	79,754.28	92,203.96	928,034.80
15,653.32	17,988.61	4,164.45	15,422.02	21,142.85	25,756.74	22,322.28	217,850.38
16,719.12	16,747.92	15,740.46	19,222.33	17,092.71	17,494.57	17,592.27	201,491.36
1,054.78	1,056.10	1,161.18	1,110.18	1,468.70	1,340.90	4,730.96	23,729.51
51,324.09	47,979.14	68,308.12	53,480.40	41,146.67	62,229.60	66,589.88	680,080.86
38,133.73	38,275.23	42,625.16	43,235.50	45,726.12	47,178.78	54,725.26	526,086.14
387.33	193.13	411.40	210.06	507.20	648.56	1,021.07	5,252.18
21,044.08	21,258.86	21,064.67	21,288.80	21,572.10	21,399.01	21,536.15	255,185.23
3,908.57	3,325.30	234.79	22,972.78	4,764.58	3,460.48	1,939.60	65,190.78
224.89	1,028.31	6,415.70	2,649.19	2,540.72	407.63	1,584.78	20,529.64
221.00	174.61	3,300.00	6,493.94	6,049.71	12,959.60	6,434.35	44,542.85
163,266.17	159,643.62	158,119.39	171,197.41	176,103.41	173,022.60	179,717.45	2,050,625.98
2,926.95	2,934.14	3,445.80	7,710.14	12,236.60	5,816.38	9,497.54	81,205.57
11,732.83	4,967.44	4,994.24	17,620.90	6,247.49	5,190.79	12,769.55	113,077.13
30,907.02	35,041.02	39,064.50	34,454.51	35,679.71	36,525.65	39,788.02	421,930.69
815,692.88	861,933.55	863,342.11	932,621.92	932,289.04	907,749.96	948,268.89	10,553,955.83
41,987.63	41,987.63	41,987.63	41,987.63	41,987.63	41,987.63	41,987.68	503,851.61
857,680.51	903,921.18	905,329.74	974,609.55	974,276.67	949,737.59	990,256.57	11,057,807.44
506,110.51	497,454.95	737,094.72	829,030.63	933,899.76	855,244.01	722,062.82	7,167,831.69
266,949.88	250,000.00	250,000.00	250,000.00	250,000.00	250,000.00	260,050.12	3,027,000.00
239,160.63	247,454.95	487,094.72	579,030.63	683,899.76	605,244.01	462,012.70	4,140,831.69

# DETAILED STATEMENT

OF THE

## Funded Debt of the Lake Shore & Michigan Southern Railway Company

AFTER DEDUCTING \$3,000,000 BONDS IN THE SINKING FUND,

DECEMBER 31, 1882.

Date of Issue.	Name and Character.	Miles included in Mortgage.	When Due.	Amount Outstanding.	Rate of Interest and When Payable.	Annual Interest.
July 1, 1870	Lake Shore & Mich. South.—Consolidated 1st Mortgage Sinking Fund.	864	July 1, 1900	\$ 8,058,000	7% Reg'd Jan., Apr., July and Oct. Coupon Jan. and July	\$626,920
April 1, 1889	Lake Shore Railway—Dividend Bonds.	258	April 1, 1899	1,356,000	7 April and October.	94,920
Oct. 1, 1867	Cleveland, Painesville & Ashtabula—Third Mortgage.	95	Oct. 1, 1892	920,000	7 April and October.	64,400
May 1, 1855	Michigan Southern & Northern Indiana—First Mortgage.	451	May 1, 1885	5,240,000	7 May and November.	386,800
July 1, 1855	Cleveland & Toledo—First Mortgage.	162	July 1, 1885	1,595,000	7 January and July.	111,650
April 1, 1866	Cleveland & Toledo—Second Mortgage.	162	April 1, 1886	849,000	7 April and October.	59,430
Sept. 1, 1866	Buffalo & State Line—Mortgage.	88	Sept. 1, 1886	300,000	7 March and September.	21,000
April 1, 1868	Buffalo & Erie—Mortgage.	88	April 1, 1898	2,784,000	7 April and October.	194,880
	Total amount outstanding of the 1st General Mortgage of \$25,000,000.			\$22,000,000		\$1,540,000
Dec. 1, 1873	Lake Shore and Mich. South.—Consolidated Second General Mortgage	864	Dec. 1, 1903	21,192,000	7 June and December.	1,488,440
	TOTAL FUNDED DEBT—LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY PROPER.			\$43,192,000	All 7%.	\$3,028,440

DEBT OF PROPRIETARY ROADS [OWNED WHOLLY BY LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO].

Date of Issue.	Name and Character.	Miles included in Mortgage.	When Due.	Amount Outstanding.	Rate of Interest and When Payable.	Annual Interest.
Aug. 1, 1876	Detroit, Monroe & Toledo—First Mortgage [guaranteed by L. S. & M. S.]	62	Aug. 1, 1906	\$924,000	7½ February and August.	\$64,680
Sept. 1, 1889	Kalamazoo & White Pigeon—First Mortgage.	37	Jan. 1, 1890	400,000	7 January and July.	28,000
Oct. 1, 1887	Schoolcraft & Three Rivers—First Mortgage.	12	July 1, 1887	100,000	8 January and July.	8,000
Oct. 1, 1887	Kalamazoo & Schoolcraft—First Mortgage.	13	July 1, 1887	100,000	8 January and July.	8,000
				\$1,524,000		\$108,680

DEBT OF LEASED ROADS [INTEREST PAID BY LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO. ON ACCOUNT OF RENTAL].

Date of Issue.	Name and Character.	Miles included in Mortgage.	When Due.	Amount Outstanding.	Rate of Interest and When Payable.	Annual Interest.
June 1, 1868	Kalamazoo, Allegan & Grand Rapids—First Mortgage.	58	July 1, 1888	\$340,000	8½ January and July.	\$67,200
July 1, 1863	Jamestown & Franklin—First Mortgage.	51	Differ'nt dates	352,000	7 January and July.	24,640
June 1, 1869	Jamestown & Franklin—Second Mortgage.	51	June 1, 1894	500,000	7 December and June.	35,000
				\$1,692,000		\$126,840

Debt of Mahoning Coal Railroad [Leased by L. S. & M. S. R'y for 40 per cent of earnings].  
Jan. 1, 1872, First Mortgage \$1,500,000. Due Jan. 1, 1902. 7 per cent Jan. and July.

# MILEAGE STATISTICS—THIRTEEN YEARS.

YEAR.	Miles Road Operated.	Earnings per Mile.	Expenses per Mile, including Taxes.	Net Earnings per Mile.	Freight Train Mileage.	Average Freight Train Load. [Tons.]	Freight Train Earnings per Mile.	Freight Train Expenses per Mile.	Freight Train Profit per Mile.	Passenger Train Mileage.	Average No of Paying Passengers per Train.	Passenger Train Earnings per Mile.	Passenger Train Expenses per Mile.	Passenger Train Profit per Mile.
1870	1,013.0	\$13,336	\$8,261	\$5,075	4,306,110	137.3	\$2,03.11	\$1.25.82	\$0.77.29	2,320,477	60.2	\$1.97.28	\$1.22.21	\$0.75.07
1871	1,073.8	13,872	9,106	4,766	5,659,808	133.5	1.82.71	1.19.93	0.62.78	2,307,514	60.5	1.86.07	1.22.13	0.63.94
1872	1,136.5	16,682	11,177	5,505	7,121,795	134.0	1.80.08	1.20.47	0.59.61	2,640,344	61.5	1.78.69	1.19.54	0.59.15
1873	1,154.0	16,824	11,928	4,896	8,026,320	136.0	1.76.82	1.25.36	0.51.46	2,952,823	60.8	1.72.43	1.22.25	0.50.18
1874	1,177.6	14,592	9,491	5,101	6,490,510	159.4	1.83.62	1.19.42	0.64.20	2,520,574	68.7	2.02.21	1.31.51	0.70.70
1875	1,177.6	12,284	8,963	3,321	5,798,617	108.0	1.66.23	1.21.28	0.44.95	2,743,617	60.1	1.70.12	1.24.11	0.46.01
1876	1,177.6	11,851	8,135	3,716	6,324,738	185.0	1.48.71	1.02.06	0.46.65	2,610,515	67.2	1.69.64	1.16.44	0.53.20
1877	1,177.6	11,484	7,622	3,862	5,674,685	196.2	1.66.99	1.10.83	0.56.16	2,303,594	58.4	1.65.34	1.09.73	0.55.61
1878	1,177.6	11,877	7,210	4,667	6,470,848	213.1	1.55.21	1.01.50	0.53.71	2,296,194	58.2	1.71.19	0.85.00	0.86.19
1879	1,177.6	12,975	7,591	5,384	7,506,016	237.1	1.53.89	0.91.09	0.61.99	2,234,301	63.2	1.72.63	0.91.00	0.81.63
1880	1,177.6	15,922	8,846	7,076	7,481,489	252.4	1.88.16	1.07.67	0.80.49	2,549,081	69.1	1.78.18	0.92.29	0.85.89
1881	1,177.6	15,261	9,577	5,684	7,704,600	271.1	1.64.31	1.08.74	0.55.57	2,910,400	72.9	1.77.34	0.99.06	0.77.68
1882	1,274.0	14,306	8,679	5,627	7,269,723	269.3	1.65.38	1.07.43	0.57.95	3,237,427	72.2	1.85.59	1.00.32	0.85.27

## CHIEF ENGINEER'S DEPARTMENT.

### General Summary of Operations, 1882.

#### REPAIRS AND RENEWALS.

[Included in Operating Expenses.]

New Steel Rail laid.....	11,216 tons.....	109.81 miles.
Repaired Iron Rail laid.....	2,479 tons.....	26.29 miles.
Total.....		136.10 miles.
Cross-ties renewed, 663,905, equal to.....		237.11 miles.
Fence built [board].....		22.36 miles.
“ “ [wire].....		39.75 miles.
Track ballasted with Gravel and Cinders.....		203.15 miles.

#### FUEL CONSUMED.

Wood, 22,375 cords, average cost.....	\$3.02 per cord.
Coal, 427,415 tons, average cost.....	2.30 per ton.

## CHIEF ENGINEER'S TABLE OF ROAD OPERATED

—BY THE—

Lake Shore &amp; Michigan Southern Railway Company.

JANUARY 1, 1883.

## MAIN LINE.

	MILES.
Buffalo to Erie.....	88.00
Erie to Cleveland.....	95.50
Cleveland to west end Toledo Bridge, via Norwalk.....	111.77
West end Toledo Bridge to Toledo.....	1.10
Toledo to Chicago, via Adrian.....	244.12
	540.49

## BRANCHES OF THE L. S. &amp; M. S. RAILWAY.

Elyria Junction to Milbury Junction, via Sandusky.....	72.95
Sandusky Pier. from Junction to Old Depot.....	3.72
Air Line Junction to Elkhart.....	130.83
Lenawee Junction to Jackson.....	41.98
Lenawee Junction to Monroe.....	29.37
Palmyra to Adrian.....	5.72
Ashtabula to Ashtabula Harbor.....	2.33
Ashtabula to Jamestown.....	35.98
Junction with D. A. V. & Pitts. R. R. at Dunkirk.....	1.50
	324.38

## PROPRIETARY ROADS [OWNED WHOLLY BY THIS COMPANY.]

Detroit, Monroe & Toledo Railroad—	
Air Line Junction to Detroit.....	62.36
Kalamazoo & White Pigeon Railroad—	
White Pigeon to Kalamazoo.....	36.57
Northern Central Michigan Railroad—	
Jonesville to North Lansing.....	61.14
	160.07

## ROADS OPERATED UNDER LEASE.

Kalamazoo, Allegan & Grand Rapids Railroad, [rental \$103,800 per year]—	
Kalamazoo to Grand Rapids.....	58.42
Jamestown & Franklin Railroad, [40 per cent. of gross earnings]—	
Jamestown to Oil City.....	50.91
Mahoning Coal Railroad, [40 per cent. of gross earnings]—	
Andover to Youngstown.....	38.31 miles.
Branch to No. 9 Coal Bank.....	2.85 miles.
Coalburg to New York, O.....	0.99 miles.
Branch to Keel Ridge Coal Bank.....	0.73 miles.
Branch to Garfield Coal Bank.....	0.17 miles.
	43.05
Detroit, Hillsdale & South Western [rental \$41,000 per year].....	64.80
Ft. Wayne and Jackson, [rental \$126,027.88 per year].....	97.42
	314.60

LENGTH OF ROAD OPERATED.....1,339.54

## SECOND TRACK.

Between Buffalo and Erie.....	88.00
Between Erie and Cleveland.....	95.50
Between Cleveland and west end Toledo Bridge.....	49.90
West end Toledo Bridge to Toledo.....	1.10
Toledo to Air Line Junction.....	2.59
Between Elkhart and Chicago.....	29.15
	266.24

## SIDE TRACKS.

Buffalo Division.....	55.75
Erie Division.....	82.99
Toledo Division.....	105.73
Franklin Division.....	31.72
Youngstown Division.....	9.69
Michigan Southern Division.....	250.72
	536.60
TOTAL MILES OF SINGLE TRACK.....	
Steel.....	1,361.49
Iron.....	780.89
	2,142.38

## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY CO.

## TABLE OF TRACKS.

JANUARY 1, 1883.

Showing the Length of same in each State through which the Line passes.

TRACKS.	STATE.						TOTAL.
	N. Y.	Penn.	Ohio.	Ind'na	Mich.	Illn's.	
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Single Track—							
Main Line.....	69.50	44.06	195.01	101.95	115.95	14.02	540.49
Branches.....	1.50	56.17	225.43	119.08	396.87	-----	799.05
LENGTH OF ROAD OPERATED.....	71.00	100.23	420.44	221.03	512.82	14.02	1339.54
Second Track.....	69.50	44.06	123.53	21.90	-----	7.25	266.24
Sidings.....	43.40	46.81	248.14	72.77	80.91	44.57	536.60
TOTAL MILES OF SINGLE TRACK.....	183.90	191.10	792.11	315.70	593.73	65.84	2,142.38

## RECAPITULATION.

STATE.	MILES OPERATED.				MILES OF SINGLE TRACK.			
	Main Line.	Branches	Total.	Per Cent	Second Track.	Sidings.	Total.	Percent
New York.....	69.50	1.50	71.00	5.30	69.50	43.40	183.90	8.58
Pennsylvania.....	44.06	56.17	100.23	7.48	44.06	46.81	191.10	8.92
Ohio.....	195.01	225.43	420.44	31.39	123.53	248.14	792.11	36.97
Indiana.....	101.95	119.08	221.03	16.50	21.90	72.77	315.70	14.74
Michigan.....	115.95	396.87	512.82	38.28	-----	80.91	593.73	27.72
Illinois.....	14.02	-----	14.02	1.05	7.25	44.57	65.84	3.07
TOTAL.....	540.49	799.05	1,339.54	100.	266.24	536.60	2,142.38	100.

## RECAPITULATION OF GRAND DIVISIONS, [EAST AND WEST OF TOLEDO.]

DIVISIONS.	Main Line.	Branches.	Second Track.	Sidings.	Total.
	Miles.	Miles.	Miles.	Miles.	Miles.
Lake Shore.....	295.27	219.44	233.40	235.88	1,024.99
Michigan Southern.....	245.22	588.61	32.84	250.72	1,117.39
TOTAL.....	540.49	799.05	266.24	536.60	2,142.38

## CAR DEPARTMENT.

New wheels put under cars in 1882, 11,797; new axles, 1,880.

58 new cars built, and the entire car equipment maintained at a cost of \$217,850.38 for passenger equipment and \$680,080.86 for freight equipment.

### Cars Owned by The Lake Shore & Michigan Southern R'y Co.

#### PASSENGER EQUIPMENT.

	<b>December 31st.</b>	
	<b>1882.</b>	<b>1881.</b>
First class passenger cars.....	120	100
Second class and smoking cars.....	33	33
Smoker and baggage cars.....	9	10
Emigrant cars.....	21	21
Railroad postal cars.....	32	29
Baggage cars.....	61	55
Baggage and mail.....	11	10
Paymasters' cars.....	2	2
	<hr/>	<hr/>
Total.....	289	260

All equipped with Westinghouse air brake.

#### FREIGHT EQUIPMENT.

Box cars.....	10,091	8,869
Stock cars.....	1,568	1,717
Oil cars.....	290	291
Platform cars.....	1,970	2,061
Coal cars.....	2,463	2,409
Caboose cars.....	257	257
Derrick cars.....	10	10
Dumper cars.....	147	144
	<hr/>	<hr/>
Total.....	16,796	15,758
TOTAL CARS—all classes.....	17,085	16,018



## LOCOMOTIVE DEPARTMENT.

	1882.	1881.
Number of locomotives, coal burners.....	545	527
wood burners.....	2	5
Total.....	547	532
Miles run by locomotives—		
Passenger service.....	3,306,659	2,964,058
Freight service.....	7,904,081	8,297,773
Working train service.....	369,036	528,908
Switching.....	3,749,614	4,089,998
Total.....	15,329,390	15,880,737
Average number miles run per locomotive.....	28,440	29,573
Cost per mile run—		
Repairs..... Cents.....	4.27	Cents. 4.40
Service..... ".....	6.05	" 6.18
Fuel..... ".....	6.85	" 7.72
Lubricants..... ".....	.21	" .25
TOTAL CENTS.....	17.38	18.55
Miles run per ton of coal.....	35.73	33.61

# GENERAL SUMMARY OF FREIGHT BUSINESS

FOR THE YEAR ENDING DECEMBER 31, 1882.

## TONNAGE, EARNINGS, &c., Compared with Last Year.

	1882.				1881.			
	TONS.	EARNINGS.	TONS CARRIED ONE MILE.	RATE PER TON PER MILE. Cents.	TONS.	EARNINGS.	TONS CARRIED ONE MILE.	RATE PER TON PER MILE. Cents.
East-bound Freight.....	4,892,118	\$6,554,829 55	1,020,258,772	0.642	5,133,657	\$6,851,181 89	1,157,415,231	0.592
West-bound Freight.....	4,303,420	5,324,969 67	872,609,452	0.610	4,030,851	5,624,515 70	864,360,237	0.651
TOTALS.....	9,195,538	\$11,879,799 22	1,892,868,224	0.628	9,164,508	\$12,475,697 59	2,021,775,468	0.617
Switching, Storage, Elevating, &c.....	\$117,153 75 }				\$154,520 28 }			
E. & P. R. R. Freight (Girard & Erie)...	25,623 63 }	142,777 38			29,769 37 }	184,289 65		
TOTAL REVENUE.....		\$12,022,576 60				\$12,659,987 24		

## BUSINESS OF THIS YEAR, Compared with Last Year.

Decrease of Tonnage—East-bound.....	341,539 tons—equal to 4.71 per cent.	TONS CARRIED ONE MILE.
Increase of Tonnage—West-bound.....	272,569 tons—equal to 6.76 per cent.	Decrease of Freight Movement—East-bound—137,156,459—equal to 11.85 per cent.
Increase of Tonnage—Total.....	31,030 tons—equal to 0.34 per cent.	Increase of Freight Movement—West-bound 8,219,215—equal to 0.35 per cent.
Decrease of Earnings—East-bound.....		Decrease of Freight Movement—Total.. 128,907,24—equal to 6.38 per cent.
Decrease of Earnings—West-bound.....		\$296,352 34—equal to 4.33 per cent.
Decrease of Earnings—Total Freight Movement.....		299,516 03—equal to 5.33 per cent.
Decrease of Earnings for Switching, Storage, &c.....		595,898 37—equal to 4.78 per cent.
Decrease of Total Revenue.....		41,512 27—equal to 22.53 per cent.
		\$637,410 61—equal to 5.03 per cent.

Proportions of Freight Movements this Year—East-bound, 53.9 per cent.; West-bound, 46.1 per cent.  
Average haul for each ton carried—East-bound, 208.6 miles; West-bound, 202.8; all freight, 205.3 miles.  
Increase in the average rate—On East-bound, .050 cent (8.4 per cent.); decrease on West-bound, .041 cent (6.3 per cent.) Increase on all freight, .011 cent (1.8 per cent.)  
The decrease of Earnings caused by less freight movement, &c., is about \$386,000; the increase from higher average rate, \$199,000.

## COMPARATIVE STATEMENT,

SHOWING

TONNAGE AND PERCENTAGE OF ARTICLES CARRIED IN 1882,

COMPARED WITH 1881.

ARTICLES.	1882.		1881.		Increase and Decrease this year.
	Per Ct.	Tons.	Per Ct.	Tons.	
Coal .....	18.04	1,658,872	17.37	1,592,070	PER CENT. Increase 4.20
Stone and Lime.....	3.95	363,155	3.44	315,006	Increase 15.29
Petroleum.....	4.34	399,082	3.36	307,672	Increase 29.71
Pig, bloom and railroad iron.....	3.90	358,215	4.74	434,019	Decrease 17.47
Other iron and castings.....	4.39	403,847	4.35	398,470	Increase 1.35
Lumber and other forest products.....	11.21	1,031,185	11.08	1,015,199	Increase 1.57
Animals.....	5.57	511,748	6.15	563,555	Decrease 9.19
Grain.....	13.09	1,203,979	16.47	1,509,444	Decrease 20.24
Agricultural products, except grain.....	3.55	326,088	4.10	375,654	Decrease 13.19
Flour.....	3.51	323,252	3.79	347,865	Decrease 7.08
Provisions.....	2.39	220,001	2.64	242,430	Decrease 9.25
Manufactures.....	5.22	479,522	4.51	413,324	Increase 16.02
Merchandise and other articles.....	20.84	1,916,592	18.00	1,649,800	Increase 16.17
TOTAL .....	100.	9,195,538	100.	9,164,508	Increase 0.34

## FREIGHT NOT EARNING REVENUE--(Being for use of the Company.)

	1882.	1881.
Tons moved in freight trains one mile.....	64,812,808	66,637,013
Cost per ton per mile.....	Cent 0.413	Cent 0.414
Amount of cost of this transportation.....	\$267,677	\$275,877

# TONNAGE OF ARTICLES CARRIED—THIRTEEN YEARS,

1870 TO 1882, INCLUSIVE.

Year.	Coal.	Stone and Lime.	Petroleum.	Pig. R. Bloom.	Other Iron and Castings.	Lumber and other Forest Products.	Animals.	Grain.	Agricultural Products except Grain.	Flour.	Provisions.	Mannuac-tures.	Merchandise and other Articles.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1870	215,997	95,521	260,959	76,012	66,778	334,581	276,531	451,431	149,031	252,163	132,645	199,547	467,529	2,978,725
1871	241,994	118,586	380,203	66,465	92,530	363,068	319,721	753,197	219,040	256,146	204,934	208,465	590,176	3,784,525
1872	331,819	142,296	368,113	91,475	90,803	458,859	421,644	931,902	167,496	231,400	233,915	194,797	778,423	4,443,092
1873	518,643	164,949	635,040	68,121	99,413	530,683	430,623	816,267	232,087	272,677	279,044	182,091	896,425	5,176,661
1874	662,329	171,102	488,865	62,253	104,594	572,869	438,409	937,721	183,787	299,763	237,067	167,142	873,366	5,221,267
1875	694,658	150,613	530,796	83,440	119,314	511,651	410,851	870,335	181,183	264,585	258,544	190,894	755,626	5,022,490
1876	827,252	141,928	539,022	82,720	100,949	469,007	436,734	1,055,589	205,445	308,007	270,274	198,804	899,346	5,635,167
1877	754,359	128,025	755,952	72,946	118,599	490,022	410,165	1,030,211	172,466	260,381	210,260	192,110	917,402	5,513,398
1878	717,423	111,373	569,964	110,805	116,718	463,475	544,009	1,384,808	229,032	314,969	345,738	261,727	923,344	6,098,445
1879	1,052,571	144,460	470,449	198,073	184,493	633,721	616,812	1,841,120	277,895	335,868	286,983	299,357	1,199,492	7,541,291
1880	1,239,098	203,060	327,953	369,316	267,331	801,658	637,795	1,727,645	308,039	367,718	314,408	314,587	1,471,668	8,350,386
1881	1,592,070	315,006	307,672	434,019	398,470	1,015,199	563,555	1,509,444	375,654	347,865	242,430	413,324	1,619,800	9,164,508
1882	1,658,872	363,155	399,082	358,215	403,847	1,031,185	511,748	1,203,979	326,088	323,252	220,001	479,522	1,916,592	9,195,538

# STATISTICS OF FREIGHT BUSINESS—THIRTEEN YEARS.—1870 TO 1882, INCLUSIVE.

Year.	East-Bound.					West-Bound.					Total, East and West.					Miscellaneous Earnings for Switching, Storage, &c.	TOTAL EARNINGS, including Miscel- laneous.	Percent- age of Freight Move- ments.		Miles	Average Haul for Each Ton carried.
	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Cts.	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Cts.	Tons.	Earnings.	Tons carried one mile.	Rate per ton per mile.	Cts.			Eastward.	Westward.		
1870	2,036,753	\$ 5,586,697	412,067,965	1.356		941,972	\$ 3,047,775	161,907,606	1.882		2,978,725	\$ 8,634,472	574,035,571	1.504		\$ 111,651	\$ 8,746,126	71.8	28.2	192.7	
1871	2,564,708	7,143,075	526,397,486	1.357		1,219,817	3,062,784	207,273,210	1.478		3,784,525	10,235,859	733,670,696	1.391		135,359	10,341,218	71.7	28.3	193.9	
1872	2,997,556	8,488,927	667,369,119	1.272		1,445,536	4,217,956	257,475,021	1.638		4,443,092	12,706,883	924,844,140	1.374		117,979	12,824,862	72.2	27.8	208.2	
1873	3,447,790	9,994,546	770,423,785	1.297		1,728,871	4,074,856	283,503,404	1.437		5,176,661	14,069,402	1,053,927,189	1.335		122,997	14,192,399	73.1	26.9	203.6	
1874	3,715,071	8,273,159	753,633,140	1.098		1,506,196	3,518,453	245,708,941	1.432		5,221,267	11,791,612	999,342,081	1.180		126,738	11,918,350	75.4	24.6	191.4	
1875	3,381,876	6,466,969	677,979,702	0.954		1,640,614	3,063,069	265,256,459	1.155		5,022,490	9,530,038	943,236,161	1.010		109,000	9,639,038	71.9	28.1	187.8	
1876	3,867,031	6,421,447	827,020,640	0.776		1,768,136	2,841,276	306,814,188	0.926		5,635,167	9,262,723	1,133,834,828	0.817		142,906	9,405,629	72.9	27.1	201.2	
1877	3,718,449	6,175,884	747,274,720	0.826		1,794,949	3,152,365	332,730,841	0.947		5,513,308	9,323,249	1,080,005,561	0.864		148,359	9,476,608	69.2	30.8	195.9	
1878	4,228,390	6,683,696	995,021,834	0.672		1,870,055	3,152,463	345,445,992	0.913		6,098,445	9,836,159	1,340,467,826	0.734		212,793	10,048,952	74.2	25.8	219.8	
1879	4,943,252	7,144,042	1,197,135,107	0.597		2,598,042	3,976,184	536,288,333	0.741		7,541,294	11,120,226	1,733,423,440	0.642		168,035	11,288,261	69.1	30.9	229.9	
1880	5,077,371	8,813,395	1,179,292,211	0.747		3,272,965	5,077,228	671,873,807	0.756		8,350,336	13,890,563	1,851,166,018	0.750		186,731	14,077,294	69.8	30.2	221.7	
1881	5,133,657	6,851,182	1,157,415,231	0.592		4,030,851	5,624,516	864,360,237	0.651		9,164,503	12,475,698	2,021,775,468	0.617		184,289	12,659,987	57.2	42.8	220.6	
1882	4,892,118	6,554,829	1,020,258,772	0.642		4,303,420	5,324,970	872,609,452	0.610		9,195,538	11,879,799	1,892,808,224	0.628		142,778	12,022,577	53.9	46.1	205.8	

# FREIGHT FORWARDED AND RECEIVED AT EACH STATION,

FOR THE YEAR ENDING DECEMBER 31, 1882.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
EAST BUFFALO.....	1,208,390	\$1,501,941	2,408,017	\$3,771,245
BUFFALO.....	287,814	391,150	291,670	395,469
Total, East Buffalo and Buffalo.....	1,496,204	1,893,091	2,699,687	4,166,714
Hamburg.....	237	204	1,250	1,105
Lake View.....	346	494	2,419	2,422
Derby.....	338	340	2,081	2,119
Angola.....	1,021	1,316	3,435	4,791
Farnham.....	2,786	6,666	2,572	2,882
Irving.....	2,601	2,157	656	935
Silver Creek.....	1,854	5,728	8,059	9,461
DUNKIRK.....	182,872	70,401	82,396	89,713
Brocton.....	18,373	13,692	11,885	16,437
Westfield.....	3,642	6,014	7,872	11,667
Ripley.....	1,136	1,813	1,319	2,119
State Line.....	1,340	1,718	1,111	1,809
Marvin.....	68	89		
North East.....	5,077	7,749	8,925	12,878
Moorhead.....	1,624	1,710	669	1,056
Harbor Creek.....	188	338	1,171	1,715
ERIE.....	295,939	419,926	436,967	468,948
Swanville.....	698	721	271	385
Fairview.....	3,005	2,983	6,297	7,777
Girard.....	10,698	16,614	8,680	12,182
Springfield.....	1,354	1,589	1,013	2,036
Conneaut.....	6,650	9,239	12,089	17,505
Kingsville.....	11,669	10,344	1,988	3,165
Ashtabula.....	10,274	15,976	184,645	66,671
Saybrook.....	901	1,085	218	455
Geneva.....	4,527	8,942	16,252	20,689
Unionville.....	787	1,486	622	978
Madison.....	2,526	4,309	4,806	6,753
Perry.....	2,506	3,458	719	1,202
Painesville.....	8,094	14,545	23,090	30,821
Mentor.....	1,912	2,182	1,297	1,989
Willoughby.....	3,278	5,268	5,083	6,760
Wickliffe.....	3,881	2,531	363	466
Nottingham.....	10,310	7,335	2,305	1,793
Collinwood.....	4,871	6,841	4,997	3,388
Fair Grounds.....	680	2,097	2,725	1,571
CLEVELAND.....	1,790,481	2,296,960	1,110,220	1,132,848
Oil City.....	26,727	56,271	21,767	24,951
Reno.....	170	255	1,436	1,108
Run.....	999	590	471	279
Franklin.....	33,241	61,853	45,441	36,359
Polk.....	2,390	3,117	315	663
Raymilton.....	25,898	18,574	505	939
Sandy Lake.....	1,972	2,479	1,501	3,472
Stoneboro.....	223,148	119,620	84,356	51,579

## FREIGHT FORWARDED AND RECEIVED—Continued.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
Clark .....	2,519	2,327	185	395
Hadley .....	3,658	4,023	1,124	1,880
Salem .....	1,055	1,077	31	45
Amasa .....	17,280	2,481	1,018	543
Jamestown .....	3,977	4,817	3,010	3,994
Simon .....	465	670	85	116
Andover .....	3,101	4,350	3,787	6,043
Leon .....	1,870	2,419	302	759
Dorset .....	2,495	2,904	410	738
Jefferson .....	4,638	6,028	4,596	7,501
Plymouth .....	1,352	1,599	151	288
Ashtabula Harbor .....	271,052	194,220	93,726	58,556
YOUNGSTOWN .....	258,940	249,055	293,488	231,639
No. 9 Bank .....	13,746	3,437		
Coalburg .....	44,353	44,608	48,698	22,498
Tyrrell Hill .....	922	1,251	1,159	1,818
Fowler .....	538	686	164	242
Kinsman .....	4,145	5,784	2,585	4,447
Williamsfield .....	3,971	5,204	1,061	1,842
Rockport .....			367	610
Berea .....	38,732	49,860	10,473	12,098
Olmsted Falls .....	1,785	3,618	2,279	2,030
Shawville .....	580	888	1,071	1,141
ELYRIA .....	152,568	111,561	35,937	43,032
Oberlin .....	1,761	3,765	12,694	13,811
Kipton .....	1,267	1,729	1,106	1,572
Wakeman .....	6,359	7,276	2,000	3,772
Collins .....	2,298	3,039	942	1,431
Norwalk .....	11,825	19,942	27,881	31,648
Monroeville .....	7,151	11,003	3,548	5,665
Bellevue .....	25,058	34,255	26,363	30,481
Clyde .....	32,986	24,543	26,569	31,418
Fremont .....	30,331	39,673	23,684	28,176
Lindsey .....	4,034	5,690	644	1,127
Elmore .....	6,665	7,407	3,061	4,711
Genoa .....	13,357	15,820	4,802	4,412
Millbury .....	3,933	4,267	772	931
North Amherst .....	71,263	67,236	8,748	6,472
Brownhelm .....	15,188	13,653	1,052	1,175
Vermillion .....	3,813	4,409	6,586	6,000
Ceylon .....	8,881	11,953	1,163	1,851
Huron .....	6,355	7,464	8,849	6,618
SANDUSKY .....	538,885	531,681	187,905	188,382
Venice .....	7,509	5,677	483	532
Danbury .....	3,767	2,621	251	280
Gypsum .....	3,406	3,653	1,176	1,144
Port Clinton .....	4,987	6,132	6,327	5,858
La Carne .....	831	903	281	424
Oak Harbor .....	6,438	7,271	3,884	5,823
Rocky Ridge .....	14,928	15,703	1,742	2,376
Graytown .....	9,348	9,052	1,529	2,157
Martin .....	10,035	10,052	1,312	1,463
DETROIT .....	106,211	143,337	295,441	252,436

## FREIGHT FORWARDED AND RECEIVED—Continued.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
GRAND TRUNK JUNC.....	149,029	94,199	146,673	118,737
Ecorces .....	4,747	3,553	97	78
Wyandotte.....	17,065	13,470	29,829	12,870
Trenton .....	28,022	14,773	3,500	3,450
Rockwood .....	6,331	5,816	1,229	1,312
Newport .....	1,956	1,734	374	615
Stony Creek .....	116	84		
MONROE.....	137,559	83,864	106,971	62,540
Vienna .....	230	244	253	357
West Toledo.....	849	1,130	3,440	5,650
Wagon Works .....	2,538	5,455	7,812	7,137
Ida .....	3,169	3,534	534	961
Petersburg .....	2,715	3,015	624	1,194
Deerfield .....	4,852	4,720	1,264	1,821
Corbus .....	5,125	3,538	946	937
Wellsville .....	63	51	158	60
Tecumseh .....	15,491	29,122	15,358	19,738
Clinton .....	3,194	5,414	4,885	6,680
Manchester .....	8,404	15,433	4,823	7,403
Norvell .....	606	728	510	907
Napoleon.....	1,451	2,594	1,104	1,656
Jackson .....	58,863	66,029	86,291	101,190
TOLEDO .....	876,741	951,562	691,755	580,847
Holland .....	394	305	139	170
Swanton .....	2,983	3,742	1,474	2,365
Delta .....	4,742	6,528	2,626	4,279
Wauseon .....	9,392	14,123	8,474	11,439
Pettisville .....	1,752	2,796	744	1,111
Archbald .....	3,690	6,451	2,252	3,806
Reece .....	410	167		
Stryker .....	5,425	9,202	2,461	5,328
Bryan .....	7,373	17,357	7,321	13,556
Melbern .....	1,033	2,816	389	732
Edgerton .....	3,977	8,446	1,495	3,396
Butler .....	9,956	20,765	6,816	14,003
Waterloo .....	27,321	42,303	12,787	19,756
Corunna .....	3,139	5,011	453	1,109
Kendallville .....	19,057	35,266	7,231	12,634
Brimfield .....	2,891	5,287	406	879
Wawaka .....	3,218	3,977	426	862
Ligonier .....	15,916	31,040	6,079	12,559
Millersburg .....	6,982	4,770	277	791
GOSHEN .....	63,582	98,170	49,697	66,486
Richards .....	280	140	131	71
Sylvania .....	1,012	1,382	535	767
Ottawa Lake.....	1,946	1,764	254	348
Riga .....	1,435	1,585	406	649
Blissfield .....	3,052	5,444	2,775	5,028
Grosvenor .....	22,228	26,799	4,224	5,811
Palmyra .....	203	348	243	344
Lenawee Junction.....	129	72	121	96
Adrian .....	23,382	35,331	62,800	60,759
Clayton .....	3,003	4,555	1,310	2,613



## FREIGHT FORWARDED AND RECEIVED—Continued.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
Hudson .....	10,468	23,005	6,549	12,886
Pittsford .....	2,346	4,610	709	1,636
Osseo .....	2,872	4,202	484	1,015
Hillsdale .....	24,794	41,902	25,242	30,823
Jonesville .....	5,527	11,125	6,914	10,319
Allen .....	1,863	3,760	653	1,605
Quincy .....	4,845	8,721	3,548	7,099
Coldwater .....	9,812	24,889	15,494	29,765
Batavia .....			86	200
Bronson .....	6,073	12,200	2,655	6,276
Burr Oak .....	4,174	9,773	1,941	3,672
Sturgis .....	33,345	42,645	6,676	13,578
Klinger Lake .....	2,320	3,468	330	565
Fawn River .....	138	96	14	25
White Pigeon .....	4,262	10,982	3,429	5,848
Vistula .....	1,012	2,305	1,156	3,015
Bristol .....	2,143	2,686	1,274	2,834
ELKHART .....	14,775	29,986	50,415	70,310
Ypsilanti .....	3,489	6,174	12,819	13,196
Pittsfield Junction .....	519	546	229	319
Saline .....	5,202	7,880	2,929	4,777
Bridgewater .....	714	1,184	166	291
Watkins .....	325	433	14	28
Brooklyn .....	2,571	5,424	3,523	6,174
Woodstock .....	1,004	1,666	301	592
Somerset .....	1,955	3,276	570	1,214
Somerset Centre .....	699	601	874	1,743
Jerome .....	1,414	2,225	427	928
North Adams .....	2,933	3,580	1,512	3,223
Bankers .....	1,121	1,297	295	424
Horton .....	1,001	1,130	453	482
Hanover .....	893	1,400	431	579
Stony Point .....	3,365	2,158	90	95
Scipio .....	587	869	45	94
Reading .....	3,688	5,733	1,130	1,709
Montgomery .....	1,071	1,836	122	303
Ray .....	577	977	80	209
Fremont .....	1,868	4,045	517	1,202
Angola .....	2,570	5,291	933	2,257
Pleasant Lake .....	1,621	3,758	360	765
Summit .....	598	1,738	37	104
Auburn .....	806	899	711	1,003
Auburn Junction .....	2,976	3,044	11,216	7,852
New Era .....	262	208	28	41
Carroll's Crossing .....	188	158		
FORT WAYNE .....	19,459	30,737	24,019	26,218
Litchfield .....	2,928	4,145	2,203	4,082
Homer .....	2,395	5,693	1,281	2,667
Condit .....	200	223	77	56
Albion .....	7,420	17,460	15,572	18,643
Devereux .....	910	1,049	199	311
Springport .....	3,913	5,228	1,625	2,836
Charlesworth .....	806	1,153	34	103

FROM SEPTEMBER 1st.

## FREIGHT FORWARDED AND RECEIVED—Concluded.

STATIONS.	FREIGHT FORWARDED.		FREIGHT RECEIVED.	
	Tons.	Revenue.	Tons.	Revenue.
Eaton Rapids .....	4,875	10,781	3,409	5,576
Kingsland .....	1,619	1,641	10	35
Dimondale .....	4,894	4,930	329	811
Lansing .....	32,211	55,211	20,685	35,310
Constantine .....	5,150	11,764	5,733	10,777
Florence .....	60	18	184	277
Three Rivers .....	5,985	12,370	10,360	15,828
Moorepark .....	1,590	1,976	349	693
Flowerfield .....	1,666	2,331	124	256
Schoolcraft .....	3,520	7,090	4,946	9,262
Portage .....			136	117
Kalamazoo .....	20,244	48,241	37,199	52,319
Cooper .....	97	66	20	24
Argenta .....	1,164	889	172	206
Plainwell .....	4,793	10,026	4,186	7,180
Otsego .....	3,990	6,781	2,685	4,795
Abronia .....	2,978	2,368	20	35
Allegan .....	33,817	41,479	26,390	42,735
Hopkins .....	8,589	8,876	1,111	1,940
Hilliard .....	4,272	3,711	119	319
Dorr .....	6,319	6,207	756	1,515
Byron Centre .....	5,338	4,308	601	920
Eagle Mills .....	13,235	12,029		
GRAND RAPIDS .....	40,595	84,939	55,168	92,172
Osceola .....	68	104	137	291
Mishawaka .....	5,026	12,128	9,171	13,164
South Bend .....	34,111	56,251	100,455	126,761
Warren .....	773	687	102	199
Terre Coupee .....	4,256	3,959	145	148
Carlisle .....	8,529	8,776	1,495	2,960
Rolling Prairie .....	4,797	5,090	506	1,167
La Porte .....	42,668	46,187	34,552	52,869
Durham .....	95	107		
Otis .....	35,241	25,275	11,744	17,690
Burdick .....	6,746	6,046	80	164
Morrison .....	1,925	1,667		
Chesterton .....	9,259	8,032	7,922	14,273
Bailey Town .....	90	237		
Millers .....	231	513	1,557	2,495
Pine .....	752	754	13	27
Whiting .....	12,022	6,545	223	307
Colehour .....	5,548	2,884	379	543
South Chicago .....	59,372	21,266	84,008	173,341
Grand Crossing .....	1,630	2,633	18,082	19,195
ENGLEWOOD .....	12,243	22,480	330,642	849,270
CHICAGO .....	949,925	2,401,785	832,018	1,548,204
TOTALS .....	9,195,538	\$11,879,799	9,195,538	\$11,879,799
Add—Switching, Storage, Elevating, &c. ....				142,778
TOTAL REVENUE .....				\$12,022,577

## For the Year Ending December 31, 1882.

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DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	Coal.	Stone and Lime.	Petroleum.	Pig, Bloom, and Railroad Iron.	Other Iron and Castings.	Lumber and other Forest Products.	Animals.	Grain.	Agricult'l Products (except Grain).	Flour.	Provisions.	Manufactures.	Merchandise and other Articles.	TOTAL.
CLEVELAND	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
OH City	109,588	38,268	190,692	94,650	160,718	151,931	109,264	323,427	101,414	121,210	48,492	127,518	268,285	1,790,481
Reno	905		18,912	517	160	4,079				11		108	2,005	26,727
Franklin		163	30,656	75	379	164	21		8	176	10	78	700	899
Polk						193							1,557	33,241
Raynham	21,593		827		6	2,302			29	12			47	2,380
Sandy Lake						3,412				8			32	25,898
Stoneboro	200,354				10,940	1,471	10	32	72	27	27	138	59	1,972
Clark						4,167	5	50		271	17	88	35	223,118
Hadley		71			5	2,411		336	59	12	10		66	2,519
Staten						2,687				424			10	3,658
Staten						1,045							22	1,055
Amasa	16,957					301		95	8	265	32	172	1,113	17,280
Jamesstown	58	349		26	195	1,655	9	10					10	3,977
Simon					12	255	40	215	60		138		376	465
Andover					32	1,768	80	13			468	102	53	3,101
Leon						1,618	111	17	185		65		19	1,870
Dorset					29	2,165		51	106	101	56	14	327	2,495
Jefferson					15	2,979	206	45	217		287		12	4,698
Plymouth						323			10					1,352
Ashtabula Harbor	645	324		570	20	52				60		708	269,160	271,052
YOUNGSTOWN	136,240	13,069		14,785	59,187								34,839	258,940
No. 9 Bank	13,746													13,746
Coalburg	33,244			10,904	103		20		50	35			32	44,353
Tyrell Hill						836	10						26	922
Fowler						273			17		100	129	19	598
Kinsman					13	2,633	366	116	178		627	18	194	4,145
Williamsfield						3,534		36	46		192	74	89	3,971
Berea		32,558		889		333	24	33	137		215	1,864	1,865	38,732
Olmsted Falls		1,542										103	101	1,785
Shawville					6		55	16	76	228		141	45	580
ELYRIA	126,610	3,513	40	5,819	8	11	383	1,923	1,006	233	520	2,035	3,761	152,561
Oberlin		575			38	79	197	117	81		48	49	577	1,761
Kipton							12				234			1,267
Wakeman		1,981				553	379	2,342	489		29	417	59	6,359
Collins					37	696	30	272	663		8		59	2,298
Norwalk					106	1,381	518	4,826	1,212	718	43	1,028	1,993	11,825
Monroeville	318				10	887	350	3,946	457	92	12	220	1,217	7,151
Bellevue		180			52	887	483	6,782	57	10,923	16	2,378	3,290	25,058
Clyde	12,700	68		1,468	635	1,657	716	9,294	1,308	691	120	2,730	1,599	32,986
Fremont	1,222	10,057			100	6,078	418	5,235	136	2,322	1,528	1,433	1,802	30,331
Lindsey						1,627	340	1,453	235	216	71		92	4,034

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	Coal.	Stone and Lime.	Petro- leum.	Pig. Bloom and Railroad Iron.	Other Iron and Castings.	Lumber and other Forest Products.	Animals	Grain.	Agricult. Products (except Grain).	Flour.	Provis- ions.	Manu- factures.	Mer- chandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Elmore	239					2,016	312	2,694	136	45	75	133	1,045	6,665
Genoa	10,321				6	2,481	71	94				180	204	13,357
Millbury						3,698						142	93	3,933
North Amherst.					7	904	51	539	189			114		93
Brownhelm	13,525				10	569		118	82	489	258	119	649	71,263
Vermillion					18	1,977	130	573	400	38			137	13,188
Ceylon	5,659				19	907	143	1,018	625			7	478	8,413
Huron	447					293	148	1,131	154	49	18		492	6,355
SANAPTSKY	54,110	16,263		4,658	3,807	40,392	36,065	291,388	3,572	15,855	2,880	14,037	51,211	538,685
Venice	10					10	13	1,029	22	512			307	7,209
Danbury						123					9		5,919	8,767
Gypsum					15	496		212	574			564	3,613	3,767
Port Clinton		170			5	1,086	233	1,164	179	28		632	1,522	3,406
La Carne					6	285	93	376					1,222	4,367
Oak Harbor					27	4,410	56	1,222	48	5	102		85	831
Rocky Ridge		5,559				9,235							559	6,438
Graytown						8,974	52	123					134	14,928
Martin		3,990			7	5,616		21					389	9,348
DETROIT	207	844		12,467	5,693	19,505	152	12,762	11,822	1,521	2,759	21,512	389	10,035
GR. TRUNK JUNG.	275	205	323	158	6,796	117,906	162	2,270	4,002	25	17	1,312	17,527	106,211
Reveries						4,689							13,978	149,029
Wyandotte				5,745	8,972	658							58	4,747
Trenton		3,561			36	8,723	110	530	145	307	198	1,115	1,549	17,065
Rockwood					9	4,105	10	441	178	682	26	29	13,294	28,022
Newport						1,174		467			30	13	941	6,331
Stony Creek						106							53	1,956
Moxroe	79		47	606	674	94,095	278	1,699	3,449	2,696	1,771	5,234	30,981	137,559
Vienna						177		26					27	230
West Toledo.					7	230	54		14			48	550	849
Wagon Works					27	22						2,331	104	2,538
Ida	113				9	1,354		411	15		38		44	1,185
Petersburg					9	1,311	33	718	183	18		165	78	3,169
Deerfield					54	3,189	10	629	433	5			8	2,715
Corbus	302					4,150	34	181	88		27	153	177	4,852
Wellsville						53					12		200	5,125
Tecumseh		10	30		13	414	975	421	691	9,022	466	692	2,757	15,491
Clinton					27	43	326	1,974	296	49			61	3,194
Manchester	191	66			36	63	802	4,770	267	874	318		957	8,404
Norvell					10	100		135	10	300	5		46	606
Napoleon		40			7		71	884	261	94	9		85	1,451
Jackson	543	42	251	20,506	2,467	26,071	143	3,556	768	482	411	5,581	18,548	58,863
Torpedo	404,400	2,634	1,634		16,598	70,455	30,402	96,028	43,337	37,488	15,376	24,069	113,154	876,741
Holland		370				10							14	394

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

STATIONS.	Coal.	Stone and Lime.	Petro-leum.	Pig, Bloom and Railroad Iron.	Other Iron and Castings.	Lumber and other Forest Products.	Animals.	Grain.	Agricult' Products (except Grain).	Flour.	Provis-ions.	Manu-factures.	Mer- chandise and other Articles.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Swanton.....	.....	.....	.....	.....	.....	1,457	72	650	170	198	242	144	.....	2,983
Delta.....	.....	.....	.....	.....	.....	1,870	380	806	202	508	333	181	.....	4,742
Vauson.....	.....	.....	.....	.....	.....	87	1,332	753	1,702	3,925	730	769	.....	9,392
Pettisville.....	.....	.....	.....	.....	.....	1,188	280	164	22	.....	13	50	.....	1,752
Archbald.....	.....	30	.....	.....	.....	1,100	532	538	72	999	155	294	.....	3,690
Reece.....	.....	.....	.....	.....	.....	410	.....	.....	.....	.....	.....	.....	.....	410
Stryker.....	.....	.....	.....	.....	.....	1,017	941	2,029	248	58	206	639	216	5,425
Bryan.....	.....	.....	.....	.....	.....	574	2,216	1,030	312	104	955	859	1,269	7,373
Neburn.....	.....	.....	.....	.....	.....	444	380	77	9	.....	73	50	.....	1,033
Edgerton.....	.....	.....	.....	.....	.....	895	823	1,430	241	.....	91	191	289	3,977
Butler.....	.....	.....	.....	.....	.....	3,005	3,448	2,217	116	52	210	92	703	9,956
Waterloo.....	.....	12	.....	.....	.....	9,623	1,795	9,135	1,243	413	594	1,570	2,341	27,321
Corunna.....	.....	48	.....	.....	.....	197	352	1,586	27	.....	31	95	62	3,139
Kendallville.....	.....	.....	.....	.....	.....	986	2,629	2,621	336	25	452	390	2,021	19,057
Brimfield.....	.....	.....	.....	.....	.....	10,778	461	603	.....	.....	18	10	93	2,891
Wawaka.....	.....	.....	.....	.....	.....	1,706	12	499	5	.....	.....	.....	65	3,218
Ligonier.....	.....	.....	.....	.....	.....	2,637	2,878	5,792	778	150	429	533	348	15,916
Wagoner.....	.....	.....	.....	.....	.....	4,886	220	109	.....	.....	.....	.....	275	6,982
Millersburg.....	.....	.....	.....	.....	.....	6,378	6,051	13,301	1,256	4,932	929	7,912	2,717	63,582
Goshen.....	.....	654	.....	.....	.....	24,904	.....	.....	.....	.....	.....	.....	.....	280
Richards.....	.....	.....	.....	.....	.....	280	.....	.....	106	.....	.....	6	63	1,012
Sylvania.....	.....	152	.....	.....	.....	685	.....	.....	.....	.....	.....	9	54	1,946
Ottawa Lake.....	.....	110	.....	.....	.....	1,797	.....	.....	.....	.....	.....	.....	83	1,435
Riga.....	.....	.....	.....	.....	.....	577	.....	.....	24	.....	43	.....	.....	3,052
Blissfield.....	.....	.....	.....	.....	.....	44	263	703	469	70	315	98	357	22,224
Grosvenor.....	.....	.....	.....	.....	.....	12,165	3,127	3,853	732	63	598	627	1,046	203
Palmyra.....	.....	.....	.....	.....	.....	.....	18	12	63	.....	.....	.....	110	129
Lenawee Junc.....	.....	.....	.....	.....	.....	19	.....	.....	12	.....	.....	.....	.....	23,382
Adrian.....	.....	164	.....	.....	.....	616	978	2,830	773	2,847	1,182	8,379	4,615	3,003
Clayton.....	.....	.....	191	256	651	285	184	1,416	615	31	103	64	204	10,468
Hudson.....	.....	.....	14	.....	.....	411	1,118	5,294	915	29	554	1,427	706	2,346
Pittsford.....	.....	.....	.....	.....	.....	131	552	1,178	168	.....	166	20	123	2,872
Osseo.....	.....	1,455	.....	.....	.....	30	529	58	5	.....	22	14	713	24,794
Hillsdale.....	.....	353	.....	.....	.....	687	1,289	655	702	8,176	503	271	11,990	5,527
Jonesville.....	.....	79	.....	.....	.....	316	825	2,328	357	215	127	444	653	1,863
Allen.....	.....	.....	.....	111	.....	194	202	967	293	.....	130	.....	.....	1,648
Quincy.....	.....	.....	.....	.....	.....	205	684	1,446	539	88	132	83	1,648	4,845
Coldwater.....	.....	.....	.....	.....	.....	1,860	1,151	1,446	716	1,421	501	719	1,878	9,812
Bronson.....	.....	.....	.....	.....	.....	2,229	847	1,951	492	.....	130	21	46	6,073
Burr Oak.....	.....	.....	.....	.....	.....	461	1,103	1,849	428	.....	135	15	86	4,174
Sturgis.....	.....	83	.....	.....	.....	24,785	1,072	3,134	2,371	.....	115	630	1,956	33,345
Klinger Lake.....	.....	.....	.....	.....	.....	.....	239	763	1,206	.....	.....	.....	.....	2,320
Fawn River.....	.....	.....	.....	.....	.....	.....	942	1,467	38	377	100	.....	100	4,262
White Pigeon.....	.....	.....	.....	.....	.....	6	.....	.....	1,080	.....	.....	281	.....	.....

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION--CONTINUED.

STATIONS.	Coal.	Stone and Lime	Petro-leum.	Pig Broom and Railroad Iron.	Other Iron and Castings.	Lumber and other Forest Products.	Animals	Grain.	Agricult'l Products (except Grain).	Flour.	Provis-ions.	Manu-factures.	Mer-cha-dise and other Articles	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Vistula							458	128	8	300	14	15	89	1,012
Bristol						1,422	258	181	129	39	11		93	2,143
Blackhart						306	414	28	77	4,559	23		8,515	14,775
Ypsilanti					10	612	52		12	33			2,679	8,489
Pittsfield Junction.	37					272							142	519
Saline						699	736	2,877	236	419	107	45	83	5,202
Bridgewater.					20			617	11		24	20	19	714
Watkins								325						325
Brooklyn					37		450	1,541	164	74	164		141	2,571
Woodstock					10		80	815	54				45	1,004
Somerset					154		457	1,025	45		30		214	1,955
Somerset Centre					42			488			10		159	689
North Adams					10		240	1,099	14		17	10	24	1,414
Bakers	32					467	110	1,320	255		28	183	754	2,933
Horton					6		13	272	13	35			322	1,121
Stony Point.	3,300						59	617	15	51	6		64	1,001
Seneca							82	389	5	53				803
Reading						2,602	310	251	46				17	3,365
Montgomery						362	158	500	162		33	190	140	3,688
Ray						61	39	378	86		9		42	1,071
Fremont Ind.						272	490	935	59	32			17	577
Angola Ind.						335	482	946	110		22		58	1,868
Pleasant Lake						238	452	408	83	46	39	473	106	2,570
Summit						24	300	238	88		28		355	1,621
Auburn						436		166	83				36	598
Auburn Junction	106					377	13	415	133				84	806
New Era						231		28			197	312	883	2,976
Carroll's Crossing						188							3	262
Ft. WAYNE	435					6,314	415	4,714	951	194	1,043	654	1,994	188
Litchfield		666	74	1,466	536	154	98	2,083	215	38			151	10,459
Homer					13	40	206	1,762	67		75	42	190	2,928
Condit								200						2,305
Albion							142	1,617	194	2,272	231	857	2,031	2,000
Deveraux							34	750	108				18	7,420
Springport						142	134	2,564	108				120	910
Charlesworth						665		109	827		36	90	19	3,913
Eaton Rapids		10			42		322	1,524	13				635	806
Kingsdale						1,619			621	175	293	411		4,875
Dundale						2,973								1,619
LANSING	65					19,757	380	1,238	95	1,733	14		54	4,394
Constantine			27		197	244	538	5,328	371	2,129	185	2,241	1,760	32,211
							598	575			48	894	324	5,150

From September 1st.

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONCLUDED.

STATIONS.	Coal.	Stone and Lime.	Petroleum.	Pig Bloom and Railroad Iron.	Other Iron and Castings.	Lumber and other Forest Products.	Animals	Grain.	Agricultural Products (except Grain).	Flour.	Provisions.	Manufactures.	Merchandise and other Articles.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Florence.....					34	421	93	60	244	871	85	1,492	1,439	5,985
Three Rivers.....								1,306	917	13	20			1,500
Moorepark.....							28	507	15					1,666
Flowerfield.....						426	286	519	358	48	17			3,520
Schoolcraft.....	60				23		371	2,282	164	12	71	78		318
KALAMAZOO.....					242	973	93	9,114	377	2,573	389	4,238	2,245	20,244
Cooper.....						85		12						97
Argenta.....						52		1,081	40		14		27	1,164
Plainwell.....						123	74	429	116	2,727	65	175	1,082	4,792
Osego.....					67	350	30	12	128	1,103		573	1,727	3,990
Abronia.....						2,978								3,978
Allegan.....	33			2,676	117	26,485	340	711	956	824	69	582	1,024	83,817
Hopkins.....					16	5,901	140	1,638	681		102	22		8,589
Hilliard.....						3,900	40	103	390		47		53	4,272
Dorr.....						4,304	12	836	222	448	53		444	6,319
Byron Centre.....					11	3,780	10	869	59	509	22	10	68	5,338
Eagle Mills.....						36								13,235
GRAND RAPIDS.....					479	21,672	10	40	94	94		6,985	11,221	40,595
Osceola.....						37							31	68
Mishawaka.....					13	494	89	70	18	432		3,490	411	5,026
South Bend.....				42	635	28	397	377	38	1,662	14	26,462	4,456	34,111
Warren.....						12	81	675						773
Terre Coupee.....						3,124		1,114						5
Carlisle.....						5,986	771	1,403		75	15	132	125	4,256
Rolling Prairie.....					22	1,658	385	2,618	13			72	51	8,529
La Porte.....	3,056				654	7,321	2,621	1,960	862	1,136	31	3,345	21,608	42,663
Durham.....							10	48		27			10	65
Otis.....	9,917	8,223			241	11,861	1,315	1,391	81	101	9	1,871	195	35,241
Burdick.....						6,263		31					452	6,746
Morrison.....						1,025								1,925
Chesterton.....						1,321				9	62	243	7,023	9,259
Valley Town.....						90								90
Millers.....						20								281
Pine.....						702								752
Whiting.....		50												11
Colehour.....		12,016												12,022
South Chicago.....		725			1,179	1,218	48							5,548
Grand Crossing.....		194			292	10						37	388	59,372
ENGLEWOOD.....		313			736	813	36	331	21	880	400	293	732	1,630
CHICAGO.....		2,060	2,885	146	10,869	20,186	282,749	246,345	32,724	54,123	87,648	10,212	3,455	12,243
		774	6,572	16,743									193,178	949,925
TOTALS.....	1,658,872	863,155	399,082	358,215	403,847	1,031,185	511,748	1,203,979	326,088	323,252	220,001	479,522	1,916,592	9,195,588



## GENERAL SUMMARY OF PASSENGER BUSINESS,

FOR THE YEAR ENDING DECEMBER 31ST, 1882.

## MOVEMENT.

THROUGH PASSENGERS (Buffalo and Chicago)—1882.	1881.	INCREASE.
First class.....	78,403	80,781
Second class.....	20,167	15,229
Emigrant.....	26,699	26,145
<b>TOTAL THROUGH</b> .....	<b>125,269</b>	<b>122,155</b> 3,114 or 2.55 per cent.
<b>WAY PASSENGERS—</b>		
First class.....	3,927,541	3,500,689
Second Class.....	36,335	25,268
Emigrant.....	29,087	33,894
<b>TOTAL WAY</b> .....	<b>3,993,563</b>	<b>3,559,851</b> 433,712 or 12.18 per cent.
<b>TOTAL THROUGH AND WAY</b> .....	<b>4,118,832</b>	<b>3,682,006</b> 436,826 or 11.86 “
Number of passengers moved west.....	2,102,663	1,880,984 221,679 or 11.79 “
Number of passengers moved east.....	2,016,169	1,801,022 215,147 or 11.94 “
<b>TOTAL</b> .....	<b>4,118,832</b>	<b>3,682,006</b> 436,826 or 11.86 “

## EARNINGS.

	1882.	1881.	INCREASE.
From through passengers.....	\$1,071,583.24	\$ 804,572.92	\$267,010.32 or 33.19 per cent.
From way passengers.....	3,825,602.21	3,330,215.83	495,386.38 or 14.87 “
<b>TOTAL</b> .....	<b>\$4,897,185.45</b>	<b>\$4,134,788.75</b>	<b>\$762,396.70 or 18.44 “</b>
Gain in earnings from increased mileage in 1882.....			\$378,599.47
Gain in earnings from increase in rate per mile 0.169 of a cent.....			383,797.23
<b>TOTAL</b> .....			<b>\$762,396.70 or 18.44 per cent</b>

## MILEAGE.

	1882.	1881.	INCREASE.
Number of miles traveled by through passengers, 67,645,260	65,963,700	1,681,560	or 2.55 per cent.
Number of miles traveled by way passengers...159,453,698	141,989,515	17,464,183	or 12.30 “
Number of miles traveled by all passengers....	<u>227,098,958</u>	<u>207,953,215</u>	<u>19,145,743</u> or 9.21 “
			1882. 1881.
Average distance traveled by each through passenger.....		540	540
Average distance traveled by each way passenger.....		40	39½
Average distance traveled by all passengers.....		55	56½

## RATES.

	1882.	1881.
Average fare from each through passenger.....	\$8.55	\$6.59
Average fare from each way passenger.....	.96	.93½
Average fare from all passengers.....	1.19	1.12
Average per mile—through passengers.....	1.584 cents.	1.220 cents.
Average per mile—way passengers.....	2.399 “	2.345 “
Average per mile—all passengers.....	2.157 “	1.988 “

# STATISTICS OF PASSENGER BUSINESS—THIRTEEN YEARS—1870-1882.

YEAR	Movement of Passengers.										Earnings.			
	THROUGH, [BUFFALO AND CHICAGO.]					WAY.					THROUGH & [BUFFALO & CHICAGO].	WAY.	TOTAL.	
	CLASS.			TOTAL.		CLASS.			TOTAL.					
	First.	Second.	Emigrant.	TOTAL.		First.	Second.	Emigrant.	TOTAL.					
				First.	Second.				First.	Second.				
1870	61,474	8,277	3,277	1,944,699	22,859	1,992,412	24,851	1,992,412	2,065,440	1,072,920	993,120	\$859,371 00	\$3,336,580 27	\$4,102,960 27
1871	54,259	9,094	4,530	1,985,522	24,212	1,978,545	18,811	1,978,545	2,046,428	1,057,141	989,287	709,059 79	3,207,663 79	4,006,723 58
1872	62,116	10,046	8,518	2,092,465	22,369	2,112,074	17,240	2,112,074	2,212,754	1,143,771	1,068,983	930,214 98	3,288,328 31	4,218,543 29
1873	65,577	9,687	7,031	2,713,512	22,238	2,702,868	27,118	2,702,868	2,845,163	1,461,288	1,383,875	945,072 65	3,621,657 09	4,569,729 74
1874	62,873	7,808	3,616	2,991,277	20,195	3,021,966	10,494	3,021,966	3,096,263	1,574,260	1,522,003	847,568 99	3,101,453 38	4,249,022 37
1875	58,225	6,611	4,104	3,076,497	17,423	3,101,294	7,374	3,101,294	3,170,234	1,607,456	1,562,778	750,523 73	3,063,271 64	3,922,797 88
1876	79,250	5,467	3,624	3,012,754	13,189	3,031,582	5,639	3,031,582	3,119,923	1,579,224	1,540,699	747,821 73	3,014,326 14	3,694,147 87
1877	42,977	8,214	3,178	2,680,258	14,601	2,689,910	7,316	2,689,910	2,742,295	1,382,228	1,360,067	582,973 19	3,257,575 96	3,203,189 66
1878	47,682	8,814	4,331	2,732,120	16,746	2,769,176	10,438	2,769,176	2,822,121	1,423,817	1,398,304	705,561 91	3,243,383 43	3,203,189 66
1879	54,389	10,264	7,930	3,181,128	20,366	3,228,186	26,692	3,228,186	3,313,485	1,681,495	1,631,990	804,572 92	3,253,030 40	3,138,003 59
1880	80,781	15,229	26,145	3,500,689	25,268	3,559,851	33,894	3,559,851	3,682,006	1,890,984	1,801,022	804,572 92	3,350,215 83	4,134,788 75
1881	78,403	20,167	26,689	3,927,541	36,335	3,993,563	29,687	3,993,563	4,118,832	2,102,963	2,016,169	1,071,583 24	3,825,602 21	4,807,185 45

YEAR	Mileage.										Rates.					
	THROUGH, [BUFFALO & CHICAGO].					WAY.					TOTAL.					
	CLASS.			TOTAL.		CLASS.			TOTAL.		CLASS.			TOTAL.		
	First.	Second.	Emigrant.	TOTAL.		First.	Second.	Emigrant.	TOTAL.		Through.	Way.	All.	Through.	Way.	All.
				First.	Second.				First.	Second.						
1870	39,435,120	8,277	3,277	1,944,699	22,859	1,992,412	24,851	1,992,412	2,065,440	1,072,920	993,120	\$859,371 00	\$3,336,580 27	\$4,102,960 27		
1871	36,656,820	9,094	4,530	1,985,522	24,212	1,978,545	18,811	1,978,545	2,046,428	1,057,141	989,287	709,059 79	3,207,663 79	4,006,723 58		
1872	43,367,300	10,046	8,518	2,092,465	22,369	2,112,074	17,240	2,112,074	2,212,754	1,143,771	1,068,983	930,214 98	3,288,328 31	4,218,543 29		
1873	44,439,300	9,687	7,031	2,713,512	22,238	2,702,868	27,118	2,702,868	2,845,163	1,461,288	1,383,875	945,072 65	3,621,657 09	4,569,729 74		
1874	40,120,380	7,808	3,616	2,991,277	20,195	3,021,966	10,494	3,021,966	3,096,263	1,574,260	1,522,003	847,568 99	3,101,453 38	4,249,022 37		
1875	37,227,600	6,611	4,104	3,076,497	17,423	3,101,294	7,374	3,101,294	3,170,234	1,607,456	1,562,778	750,523 73	3,063,271 64	3,922,797 88		
1876	47,704,140	5,467	3,624	3,012,754	13,189	3,031,582	5,639	3,031,582	3,119,923	1,579,224	1,540,699	747,821 73	3,014,326 14	3,694,147 87		
1877	32,404,800	8,214	3,178	2,680,258	14,601	2,689,910	7,316	2,689,910	2,742,295	1,382,228	1,360,067	582,973 19	3,257,575 96	3,203,189 66		
1878	30,205,880	8,814	4,331	2,732,120	16,746	2,769,176	10,438	2,769,176	2,822,121	1,423,817	1,398,304	705,561 91	3,243,383 43	3,203,189 66		
1879	32,640,300	10,264	7,930	3,181,128	20,366	3,228,186	26,692	3,228,186	3,313,485	1,681,495	1,631,990	804,572 92	3,253,030 40	3,138,003 59		
1880	46,061,460	15,229	26,145	3,500,689	25,268	3,559,851	33,894	3,559,851	3,682,006	1,890,984	1,801,022	804,572 92	3,350,215 83	4,134,788 75		
1881	65,963,700	20,167	26,689	3,927,541	36,335	3,993,563	29,687	3,993,563	4,118,832	2,102,963	2,016,169	1,071,583 24	3,825,602 21	4,807,185 45		
1882	67,645,260															

YEAR.	Mileage.					Rates.						
	THROUGH, [BUFFALO & CHICAGO].	WAY.	TOTAL.		AV. DISTANCE TRAVELED BY EACH PASSENGER.		AVERAGE FARE FROM EACH PASSENGER.		AVERAGE PER MILE, ALL CLASSES.			
			Through.	Miles.	Way.	Miles.	Through.	Way.	All.	Through.	Way.	All.
1870	39,435,120	121,064,994	160,500,114	540	61	540	\$11 72	\$1 61	\$2 03	2 17	2 75	2,612
1871	36,656,820	106,547,587	143,204,407	540	54	540	11 77	1 62	1 96	2 18	3 01	2,898
1872	43,567,200	138,741,285	162,308,485	540	55	540	11 53	1 54	1 92	2 14	2 74	2,500
1873	44,439,300	134,923,873	179,368,173	540	49	540	11 48	1 31	1 60	2 13	2 69	2,542
1874	40,120,380	133,104,192	173,224,572	540	44	540	11 41	1 29½	1 57	2 11	2 55	2,478
1875	37,227,600	127,723,261	164,950,861	540	41	540	11 02	1 02	1 24	2 04	2 48	2,378
1876	47,704,140	127,806,361	175,510,501	540	42	540	8 46¼	96	1 17½	1 57	2 28	2,090
1877	32,464,800	105,051,818	138,116,618	540	39	540	10 37½	96	1 17	1 82	2 44	2,319
1878	30,265,880	103,390,141	133,702,021	540	38	540	10 36½	92	1 12½	1 91	2 39	2,287
1879	32,640,300	108,322,017	141,162,317	540	39	540	9 65	93	1 11	1 79	2 35	2,293
1880	46,061,460	130,087,307	176,148,767	540	40	540	8 27	95	1 13½	1 53	2 35	1,985
1881	65,963,700	141,989,515	207,953,215	540	39½	540	6 59	93½	1 12	1 22	2 34½	1,988
1882	67,645,260	159,453,698	227,098,958	540	40	540	8 55	96	1 19	1 58	2 40	2,157

NUMBER OF PASSENGERS LEAVING EACH STATION,  
AND  
Revenue Derived Therefrom.

STATIONS.	NUMBER OF PASSENGERS			EARNINGS.		
	1882	1881	1880	1882	1881	1880
Buffalo	268,509	247,995	200,589	\$1,074,470	\$ 856,397	\$ 771,465
West Seneca	4,928	4,798	5,104	725	673	690
Bay View	2,293	1,836	2,732	485	420	524
Athol	257	330	93	50	66	18
Hamburgh	1,528	1,607	1,667	626	600	612
Lake View	5,273	4,012	2,756	1,946	1,515	1,078
Derby	3,703	3,729	3,263	1,265	1,346	1,181
Angola	12,329	12,085	9,994	5,736	5,557	4,808
Farnham	3,309	2,974	3,398	1,232	1,148	918
Irving	4,487	3,828	3,089	1,655	1,504	1,224
Silver Creek	15,621	12,800	12,522	8,476	6,749	6,073
Sheridan	862	936	661	213	242	185
Dunkirk	60,684	55,959	51,923	69,178	68,752	71,348
Morian	174	185	144	54	47	52
Brocton	28,980	28,535	26,154	23,787	24,315	23,277
Westfield	13,615	12,804	11,489	10,765	9,768	9,026
Ripley Crossing	1,324	1,359	940	261	250	223
Ripley	6,095	5,872	5,251	2,557	2,550	2,342
State Line	3,042	2,857	2,713	1,091	1,083	853
Northeast	22,505	21,521	18,445	11,849	11,200	9,732
Moorhead	3,245	3,398	2,902	843	820	839
Harbor Creek	5,764	5,265	4,123	1,436	1,224	1,046
Wesleyville	2,113	1,671	1,108	249	184	171
Erie	94,386	81,778	72,377	116,901	104,382	90,995
Swanville	3,168	2,433	1,986	878	692	543
Fairview	5,313	5,394	4,570	2,139	2,073	1,767
Girard	31,399	29,773	25,501	22,558	18,120	15,615
Springfield	2,062	2,627	1,959	1,241	1,492	1,105
Conneaut	14,020	12,841	10,603	12,753	11,164	9,789
Amboy	767	641	517	228	179	180
Kingsville	6,660	6,003	4,489	3,088	3,041	2,514
Oil City	13,613	11,083	11,966	7,651	6,458	6,434
Reno	2,531	2,474	3,089	308	359	443
Run	140	116	192	22	18	26
Franklin	18,231	15,884	16,586	9,993	9,085	9,531
Summit	318	217	205	87	57	52
Polk	3,464	3,068	2,590	1,013	912	795
Raymilton	4,446	3,910	4,119	1,529	1,287	1,336
Sandy Lake	9,345	8,557	8,712	3,340	3,132	2,964
Stoneboro	12,390	9,985	10,068	5,804	5,009	4,482
Clark	2,001	1,836	1,878	666	648	650
Hadley	3,227	2,829	2,500	1,383	1,181	1,029
Salem	484	371	400	209	133	138
Amasa	3,582	3,249	2,994	1,823	1,674	1,574
Jamestown	5,377	5,303	5,628	4,318	4,295	4,656
Turner	365	292	298	74	66	43
Simon	810	657	620	282	237	223
Youngstown	15,051	12,758	9,717	20,644	14,339	10,108
Thornhill	32	34	118	14	7	76
Doughton	633	500	516	177	129	184
Coalburgh	4,385	3,761	3,784	1,204	999	1,060
Brookfield	936	701	770	322	243	317
Tyrell Hill	1,576	1,371	1,025	675	573	472
Fowler	1,117	1,083	798	558	509	405
Latimer	1,953	1,393	1,253	690	494	401
Kinsman	3,687	3,591	2,483	2,401	2,237	1,778
Gravel Pit	317	304	272	84	48	70
Stanhope	466	550	413	140	132	131
Williamsfield	4,258	3,561	3,485	1,912	1,661	1,633
Andover	10,287	9,099	7,854	5,092	4,753	3,856
Leon	4,433	3,434	3,444	1,751	1,497	1,537
Dorset	4,557	3,443	2,779	1,716	1,389	1,058
Jefferson	19,529	16,448	14,583	9,161	7,749	6,808
Griggs	829	612	408	196	165	114
Plymouth	889	741	680	165	139	136
Ashtabula	54,476	48,590	40,099	49,553	40,975	35,754
Saybrook	1,848	2,067	1,289	628	796	667
Geneva	23,544	21,308	19,220	16,434	14,413	12,840
Unionville	3,807	3,604	3,060	1,743	1,596	1,443
Madison	10,275	9,670	8,541	4,908	4,906	4,247

## NUMBER OF PASSENGERS LEAVING EACH STATION—Continued.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1882	1881	1880	1882	1881	1880
Perry .....	5,062	5,132	4,014	\$ 1,917	\$ 1,982	\$ 1,579
Lane .....	1,475	1,472	928	264	261	191
Painesville .....	46,265	46,302	41,362	40,707	37,853	34,050
Heislery .....	558	463	264	210	158	99
Mentor .....	7,769	8,249	14,220	3,541	3,711	4,876
Reynolds .....	434	459	547	178	181	187
Willoughby .....	17,066	17,256	14,689	8,354	8,131	7,185
Wickliffe .....	3,731	4,166	3,147	1,188	1,190	781
Noble .....	1,078	1,268	925	275	289	246
Nottingham .....	7,069	6,311	5,447	1,837	1,661	1,384
Collinwood .....	12,327	11,238	8,939	2,242	3,036	2,457
Coit .....	9,826	7,107	6,934	949	670	641
Glenville .....	8,207	25,687	24,219	1,898	5,943	5,710
Cleveland .....	325,441	278,472	237,775	706,907	578,603	505,935
West Cleveland .....	1,248	1,079	903	214	146	120
Rockport .....	1,370	1,135	1,000	328	281	205
Town Line .....	468	479	314	120	121	79
Berea .....	17,316	15,879	14,788	10,018	9,512	9,342
Olmstead Falls .....	6,615	5,281	4,207	2,716	2,175	1,663
Shawville .....	5,898	4,769	3,800	2,122	1,790	1,320
Elyria .....	70,010	62,667	56,157	53,648	49,096	46,598
Amherst .....	13,913	12,556	11,215	6,457	6,068	5,465
Brownhelm .....	4,359	4,082	3,250	1,470	1,373	1,165
Vermillion .....	13,930	12,531	9,900	7,787	6,803	5,386
Ceylon .....	5,450	4,373	3,741	2,296	1,999	1,631
Huron .....	11,694	10,682	8,640	5,646	5,424	4,543
Sandusky .....	46,348	39,175	35,046	42,210	38,281	33,002
Venice .....	1,574	1,700	1,469	564	574	498
Danbury .....	3,376	3,307	3,939	1,011	1,036	1,215
Gypsum .....	3,286	2,793	2,961	917	886	847
Port Clinton .....	18,776	16,369	15,755	8,704	8,419	8,095
La Carne .....	2,474	2,336	2,127	851	814	724
Oak Harbor .....	10,707	10,003	8,257	4,669	4,316	3,606
Rocky Ridge .....	7,370	6,798	5,603	2,574	2,652	1,967
Graytown .....	5,628	5,451	4,697	2,265	2,309	1,910
Martin .....	3,997	4,069	4,330	1,583	1,622	1,874
Oberlin .....	33,689	30,270	27,477	25,593	23,659	21,587
Kipton .....	4,939	4,348	4,327	2,415	2,220	2,093
Wakeman .....	9,606	9,104	8,790	6,067	6,133	5,551
Collins .....	6,001	5,406	4,918	2,785	2,717	2,555
Norwalk .....	47,181	46,212	40,751	38,556	35,523	31,219
Monroeville .....	28,041	29,749	27,616	22,883	24,437	21,954
Bellevue .....	23,734	20,014	17,968	15,449	13,304	11,486
Clyde .....	30,859	36,790	32,133	25,806	27,927	25,126
Fremont .....	43,144	43,608	42,663	38,760	36,767	34,962
Lindsey .....	5,683	5,127	4,973	1,906	1,721	1,649
Elmore .....	13,544	12,944	11,888	6,486	6,199	5,615
Genoa .....	10,631	10,241	9,596	4,182	4,075	3,922
Millbury .....	10,656	9,572	7,670	3,137	2,946	2,532
East Toledo .....	2,444	2,418	1,645	1,441	1,472	1,057
Detroit .....	41,001	37,412	30,740	77,371	68,507	62,564
Grand Trunk Junction .....	4,081	4,421	4,191	6,176	7,844	7,638
Ecorces .....	1,846	1,662	694	539	589	484
Wyandotte .....	7,713	8,587	4,442	3,059	3,391	2,052
Trenton .....	5,855	4,879	2,763	2,027	1,908	1,798
Chandler .....	5,558	5,084	4,379	2,546	2,388	1,989
Rockwood .....	3,899	4,282	2,530	1,855	1,953	1,230
Newport .....	3,574	3,029	1,520	1,351	1,168	597
Stony Creek .....	750	576	203	184	172	76
Monroe .....	27,703	26,750	21,977	22,601	25,064	21,017
Strasburg .....	705	317	390	200	78	111
Ida .....	3,694	3,339	3,068	1,429	1,282	1,191
Federman .....	3,409	2,934	3,074	1,099	1,120	1,146
Petersburg .....	6,797	6,382	5,727	2,970	2,839	2,564
Deerfield .....	7,207	7,122	6,361	2,928	2,999	2,469
Corbus .....	1,371	878	942	394	298	325
Sisson .....	1,476	1,575	1,318	310	330	236
Weillsville .....	881	870	671	252	238	180
La Salle .....	661	572	498	151	138	118
Vienna .....	1,449	1,325	1,204	626	604	479
Alexis .....	221	186	119	92	72	45
West Toledo .....	453	318	553	225	191	309
Wagon Works .....	21,983	13,290	11,200	2,287	1,681	1,308
Toledo .....	215,302	187,508	168,407	318,765	276,560	256,724
Air Line Junction .....	3,076	3,291	3,027	1,823	1,866	1,631

## NUMBER OF PASSENGERS LEAVING EACH STATION—Continued.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1882	1881	1880	1882	1881	1880
Richards .....	887	583	510	\$ 271	\$ 216	\$ 194
Sylvania .....	7,792	7,415	6,591	3,005	2,772	2,472
Ottawa Lake .....	3,863	3,639	3,598	1,687	1,478	1,372
Riga .....	3,536	3,647	3,905	1,321	1,357	1,414
Blissfield .....	15,084	12,939	12,354	7,010	6,683	6,131
Grosvenor .....	13,563	11,271	10,032	7,388	6,840	6,157
Palmyra .....	132	120	210	41	43	74
Lenawee .....	13,309	12,165	11,184	5,685	5,382	4,696
Adrian .....	73,767	63,906	57,841	62,298	55,842	52,557
Chase .....	842	758	667	207	199	156
Tecumseh .....	21,262	18,511	18,096	12,705	12,022	11,664
Clinton .....	9,669	8,382	8,772	4,672	3,990	4,327
River Raisin .....	368	312	317	150	119	124
Ypsilanti .....	5,144	2,150		4,103	1,546	
Pittsfield .....	1,435	520		611	182	
Saline .....	3,571	1,462		1,746	592	
Bridgewater .....	1,035	385		355	137	
Watkins .....	219	81		94	38	
Brooklyn .....	2,298	774		1,470	509	
Woodstock .....	685	335		314	163	
Somerset .....	1,099	419		572	206	
Somerset Centre .....	1,631	493		656	205	
Jerome .....	2,184	722		790	267	
North Adams .....	3,815	1,482		1,276	498	
Bankers .....	4,499	1,195		1,619	318	
Manchester .....	14,252	10,613	7,190	7,857	5,421	4,148
Norvell .....	2,930	3,080	2,713	1,156	1,155	1,106
Napoleon .....	6,307	5,799	4,993	2,620	2,333	2,025
Eldred .....	481	332	280	123	84	79
Jackson .....	37,459	26,198	20,084	41,707	32,298	27,530
+Wilsons .....	69			14		
+Horton .....	1,618			680		
+Hanover .....	2,356			937		
+Stony Point .....	95			32		
+Scipio .....	868			420		
+Reading .....	3,144			2,044		
+Montgomery .....	1,163			742		
+Ray .....	848			520		
+Fremont .....	2,365			1,584		
+Angola .....	4,898			3,356		
+Pleasant Lake .....	2,031			1,053		
+Summit .....	723			258		
+Auburn .....	3,292			1,706		
+Auburn Junction .....	1,690			1,505		
+St. Johns .....	226			88		
+New Era .....	275			110		
+Stoners .....	92			37		
+Huntertown .....	138			58		
+Carrolls .....	77			23		
+Academie .....	480			150		
+Fort Wayne .....	5,495			6,372		
Clayton .....	7,874	6,959	6,357	4,053	3,634	3,523
Hudson .....	24,599	20,673	19,936	18,480	17,098	16,521
Pittsford .....	7,066	5,673	5,235	3,156	2,848	2,490
Osseo .....	4,556	3,998	3,572	2,355	2,010	1,846
Hillsdale .....	44,213	33,591	29,932	33,237	26,529	24,477
Jonesville .....	38,915	32,629	28,424	26,241	20,647	18,435
Litchfield .....	6,026	5,962	6,253	2,736	2,976	2,636
Homer .....	7,646	6,938	7,727	3,768	3,449	3,578
Condit .....	434	383	463	141	120	154
Albion .....	14,625	13,018	11,638	7,852	7,159	6,395
Devereux .....	1,893	1,714	1,933	600	546	661
Springport .....	6,152	5,645	5,173	2,682	2,622	2,271
Charlesworth .....	1,890	1,812	1,707	620	524	504
Eaton Rapids .....	11,187	10,396	9,550	7,899	7,344	6,380
Kingsland .....	552	360	236	334	108	68
Dimondale .....	3,507	3,401	3,520	1,437	1,517	1,509
Packard .....	141	102	53	44	31	13
South Lansing .....	42	41	42	34	20	20
Lansing .....	15,034	13,814	12,657	15,226	15,865	14,888
North Lansing .....	500	458	344	541	596	566
Allen .....	3,680	3,651	3,550	2,473	2,292	2,420
Quincy .....	12,520	11,740	10,051	8,062	7,551	6,485

\*September 19th to December 31st, 1881.

†September 1st to December 31st, 1882.

## NUMBER OF PASSENGERS LEAVING EACH STATION—Concluded.

STATIONS.	NUMBER OF PASSENGERS.			EARNINGS.		
	1882	1881	1880	1882	1881	1880
Coldwater.....	33,108	30,495	27,611	\$ 34,073	\$ 31,169	\$ 29,324
Batavia.....	1,055	1,214	1,672	672	611	500
Bronson.....	10,306	9,368	8,873	7,304	6,684	6,262
Burr Oak.....	8,472	7,668	7,634	4,909	4,172	3,938
Sturgis.....	18,031	16,616	16,753	16,798	15,290	14,992
Klinger Lake.....	4,316	3,669	7,248	1,245	1,132	1,660
White Pigeon.....	24,220	20,945	21,803	17,827	16,298	16,665
Constantine.....	11,586	9,954	10,574	5,069	4,554	4,262
Florence.....	257	290	412	66	76	82
Three Rivers.....	19,375	15,333	16,970	12,750	10,283	10,286
Moorepark.....	1,918	1,773	1,818	760	822	704
Flowerfield.....	1,600	1,566	1,356	690	665	642
Schoolcraft.....	10,524	9,888	10,505	5,958	5,920	5,406
Portage.....	1,824	1,214	1,022	394	277	295
Kalamazoo.....	32,020	26,327	27,824	27,546	25,426	24,007
Cooper.....	540	408	382	201	137	136
Argenta.....	1,259	1,285	1,349	411	453	415
Platawell.....	8,631	7,216	6,668	5,034	3,800	3,287
Otsego.....	8,782	7,865	7,653	4,295	3,879	3,542
Abronia.....	1,169	864	968	509	348	463
Allegan.....	19,891	19,297	18,529	17,525	16,460	14,897
Hopkins.....	6,011	6,050	5,435	3,156	2,896	2,626
Hilliards.....	2,651	2,747	3,070	1,404	1,464	1,504
Dorr.....	4,455	4,388	4,087	2,613	2,536	2,520
Byron.....	5,155	4,696	4,400	2,358	2,255	1,989
Grandville.....	473	393	439	205	178	179
Eagle Mills.....	507	555	431	90	75	70
Grand Rapids.....	22,549	19,840	19,268	32,301	30,392	27,928
Vistula.....	3,375	3,076	2,912	1,929	1,739	1,630
Bristol.....	7,177	5,551	6,288	2,930	2,464	2,516
Holland.....	2,427	2,432	2,018	802	784	686
Swanton.....	8,781	7,852	6,989	4,276	3,864	3,505
Delta.....	11,773	10,863	10,150	6,040	5,505	5,053
Wauson.....	22,658	18,997	18,978	14,061	12,371	11,857
Pettisville.....	5,526	4,059	3,757	1,857	1,572	1,376
Archbald.....	8,998	6,812	7,064	4,093	3,605	3,619
Stryker.....	8,892	8,305	8,918	5,197	4,999	4,772
Bryan.....	21,031	20,244	22,786	17,943	18,383	18,783
Melbern.....	1,321	1,024	956	434	403	390
Edzerton.....	9,023	8,906	9,599	5,394	4,947	5,115
Butler.....	10,805	11,862	9,773	8,507	9,808	7,444
Waterloo.....	21,161	13,874	13,189	15,620	11,949	11,888
Sedan.....	501	347	506	92	88	100
Corunna.....	3,935	3,296	3,690	1,394	1,299	1,305
Kendallville.....	18,923	15,922	16,191	16,943	15,651	14,722
Brimfield.....	3,306	2,478	2,565	1,572	1,311	1,322
Wawaka.....	3,015	2,298	2,475	1,157	879	874
Ligonier.....	14,571	12,340	12,605	11,252	9,913	9,313
Millersburg.....	3,702	2,763	3,225	1,396	1,509	1,235
Goshen.....	34,973	30,350	28,934	23,957	21,144	19,568
Dunlap.....	1,082	655	635	210	121	123
Elkhart.....	81,072	73,119	70,134	75,227	68,634	63,016
Osceola.....	1,760	1,470	1,748	521	423	549
Mishawaka.....	15,923	14,896	14,239	6,809	6,343	5,769
South Bend.....	55,493	50,682	49,015	55,732	51,479	46,574
Warren.....	987	770	829	307	272	283
Terre Coupee.....	1,073	766	889	425	352	379
Carlisle.....	7,336	6,950	6,227	4,011	3,739	3,271
Rolling Prairie.....	5,386	4,872	4,293	2,055	1,946	1,801
La Porte.....	38,316	32,638	30,905	37,263	32,551	30,697
Durham.....	15	133	158	2	65	70
Otis.....	6,310	5,960	4,606	4,343	3,834	3,378
Burdick.....	1,505	1,336	1,044	542	584	451
Chesterton.....	5,533	3,329	2,610	2,460	2,398	1,830
Millers.....	1,194	899	610	831	614	439
Pine.....	97	104	160	59	76	85
Whiting.....	2,756	1,816	1,604	709	589	495
Colehour.....	10,870	10,901	10,719	2,196	2,218	1,908
100th Street.....	11,863	11,353	8,174	1,844	1,556	1,095
South Chicago.....	64,947	47,718	34,225	14,177	10,298	7,251
Grand Crossing.....	13,305	13,475	12,916	4,678	4,248	4,409
Brookline.....	582	399	344	51	48	45
Englewood.....	45,516	47,518	46,356	8,779	9,483	8,510
Chicago.....	257,087	217,475	187,151	870,938	688,604	645,017
Chicago [City Travel].....	285,503	294,573	262,452			

# HISTORICAL.

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BY C. P. LELAND.

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A copy of Dinsmore's *American Railway Guide*, issued early in 1851, has come into my possession. As it is possibly the only one in existence, and liable to be lost, the salient features of it will form the basis of this article, in order to save a little of our rapidly perishing early railroad history.

This guide is about the size of one of Harper's *Half Hour Series*, and gives the movement of trains on the then existing railroads, generally unfinished and in course of construction.

The number of miles of roads aggregated 8,754, being but 8½ per cent. of the present mileage. The railroads of Wisconsin, Iowa, Minnesota, Kansas, Nebraska, and in fact, all that vast region from the Mississippi River to the Pacific Ocean, are left out of this guide, for the excellent reason that there were none.

One little page sufficed for the railroad system of Illinois (now our leading railroad State). On this page are but two roads, the Galena & Chicago Union, William B. Ogden, President, John B. Turner, Superintendent; Chicago to Elgin, 42 miles, and the Sangamon & Morgan Railroad, Robert Schuyler, President; Springfield to Naples, 54 miles. Thus the railroad system of Illinois, in 1851, footed up 96 miles—against 8,541, June 30, 1882.

Let us glance at the condition of what is now the New York Central & Hudson River R. R., in 1851. The Hudson River R. R., James Boorman, President, and Oliver H. Lee, Superintendent, was running trains from New York to Poughkeepsie—75 miles—where passengers were invited to take the steamboat ARMENIA to Albany.

Albany was the eastern terminus of the "Albany & Buffalo Railroad Line," made up of five railroads, as follows: Albany & Schenectady R. R., J. T. Norton, President; Utica & Schenectady R. R., E. Corning, President, C. Vibbard, Superintendent; Syracuse & Utica R. R., John Wilkinson, President and Superintendent; Rochester & Syracuse R. R., H. B. Gibson, President; Carlos Dutton, Superintendent; Buffalo & Rochester R. R., Joseph Field, President; Henry Martin, Superintendent. Distance, Albany to Buffalo, 328 miles. Fare, \$9.

The day express left Albany 7:30, a. m.; arrived at Buffalo 9:30, p. m.—14 hours.

The night train took sixteen hours. This was a great improvement over the arrangement of a few years previous, indicated in the following newspaper item, of February, 1843—just after the completion of the last link of this chain of five roads:

"At a railroad meeting held recently in Albany, all the companies between Albany and Buffalo were represented by delegates. They resolved to run one daily train each way, *stopping over night at Auburn*. After March 15th, two daily trains to run through in *twenty-five hours*." Fare, \$10.

One page of this little railroad guide of 1851 suffices for what then existed of the present Lake Shore & Michigan Southern Railway system. On this page is one train each way on the Michigan Southern Railroad; Toledo and Monroe to Coldwater, 90 miles.

Construction was being rapidly pushed by seven railroad corporations all along the line between Buffalo and Chicago. The Michigan Southern, Geo. Bliss, President, and Michigan Central, John M. Forbes, President, were running a construction race for Chicago, which city both reached in May, 1852.

In January, 1853, the Cleveland & Toledo laid the last rail; that completed the first continuous railroad line from New York and Boston to Chicago.

The railroad line between Cleveland and Cincinnati, formed by the Cleveland, Columbus & Cincinnati, Alfred Kelly, President, and the Little Miami, Jacob Strader, President, was opened through, February 22d, 1851.

One page of the guide is devoted to the Pennsylvania Railroad, William C. Patterson, President, from Dillerville to Hollidaysburg, 174 miles. The Columbia & Philadelphia Railroad, owned by the Commonwealth of Pennsylvania—but run by the Pennsylvania R. R.—formed the Eastern Division of the Pennsylvania Railroad.

The Baltimore & Ohio Railroad, Thomas Swan, President, occupies two pages of the guide, with the main line from Baltimore to Cumberland, 179 miles, and the Washington Branch.

The New York & Erie Railroad, Ben. Loder, President, and Chas. Minot, Superintendent, was completed and opened through from New York to Dunkirk in May, 1851, after a fifteen years struggle. Immediately afterward, Addison Hills was appointed agent at Dunkirk.

The *personnel* of the then small railroad system of this country is especially interesting to railroad men. In addition to the names already given, are the following: J. Phillips Phoenix, President, and John P. Jackson, Vice-President New Jersey Railroad. Robert L. Stevens, President, and Edwin A. Stevens, Superintendent Camden & Amboy Railroad. John Tucker, President, and G. A. Nicolls, Superintendent, Philadelphia & Reading R. R. S. M. Felton, President, and I. R. Trimble, Superintendent, Philadelphia, Wilmington & Baltimore R. R. Albert H. Tracy, President, Buffalo & Niagara Falls R. R. John W. Brooks was Engineer and Superintendent (afterwards President) Michigan Central R. R.



Robert Schuyler's name appears as President of three roads: the New York & New Haven, the Harlem and the little Illinois road, Sangamon & Morgan.

John Brough was President and Superintendent of the Madison & Indianapolis R. R.

Wm. H. Swift was President, and Henry Gray, Superintendent of the Western R. R.

Thomas Hopkinson was President, and Ginery Twitchell, Superintendent of the Boston & Worcester R. R. These two roads were afterwards consolidated into the Boston & Albany R. R.

Chester W. Chapin was President of the Connecticut River Railroad.

The only *Receiver*, who appears in this little guide, was Moses Maynard, Jr., Receiver of the Long Island Railroad.

R. B. Mason was Superintendent of the New York & New Haven R. R.

Charles F. Pond was President of the New Haven, Hartford & Springfield Railroad.

L. Tilton was Superintendent of the Cheshire R. R.

Charles Paine (an uncle of *our* Charles Paine) was President, and James Moore, Superintendent of the Vermont Central Railroad, a road that has graduated many now distinguished railroad men.

The little Lockport & Niagara Falls Railroad, 24 miles, was officered by Washington Hunt, President, and Hiram Walbridge, Superintendent.

Among the New England railroad Presidents were Wm. P. Burrall, of the Housatonic; E. Ferris Bishop, of the Naugatuck; Thomas Whittemore, of the Vermont & Massachusetts; T. Follett, of the Rutland & Burlington; Jacob Foster, of the Fitchburg; Charles H. Warren, of the Boston & Providence; John Howe, of the Boston & Maine; and D. A. Neal, of the Eastern.

Edward H. Brodhead was Superintendent of the Hartford, Providence & Fishkill, but left soon after for Milwaukee, where he was for many years Superintendent of the Milwaukee & Mississippi Railroad, now part of the great Chicago, Milwaukee & St. Paul Railway.

It is a remarkable fact, that but two prominent railroad men of to day, Herman Haupt and James Moore, figure in this little guide of 1851.

William H. Vanderbilt was running a farm on Staten Island. His railroad life commenced in 1865, when he was elected Vice-President of the Harlem Railroad.

Jay Gould was a boy of 16 on a \$2500 farm at Roxbury, Delaware Co., N.Y.

Albert Keep was running a country store at Whitewater, Wisconsin.

Alexander Mitchell was then, as now, a great banker, and his railroad experience was confined to carrying and endorsing paper for the struggling Milwaukee & Mississippi Railroad.

S. S. Merrill was boss of a construction gang, and was anxiously looking forward to the completion of the same road to Waukesha, 20 miles, when he would get a passenger train to run.

John F. Tracy, then a young man, was Superintendent of the Erie & Northeast Railroad, 20 miles. It was the change of gauge of this road from six feet to the standard gauge, that precipitated the Erie war, of which John F. Tracy was the hero. His pluck was manifested upon many a larger field subsequently, notably when he carried the first bridge across the Mississippi (at Rock Island) against the river interest, the courts, and even his own directors.

M. L. Sykes was a clerk for Charles F. Pond, President of the New Haven, Hartford & Springfield, but was soon made, at a very youthful period of his life (21, I think,) Superintendent of the Hudson River Railroad. His successor, as Superintendent Hudson River Railroad, was A. F. Smith, who, in 1851, was Superintendent of the Cumberland Valley R. R. (Pa.)

J. H. Devereux was carrying a rod on the now L. S. & M. S., between Cleveland and Erie.

John Newell and Charles Paine were similarly employed in Vermont.

J. N. McCullough held some subordinate position on the Cleveland & Pittsburg, then in course of construction, as did Thomas A. Scott on the Pennsylvania.

H. H. Porter was a boy of 16 in Maine, but dug out for Chicago, where he entered the office of John B. Turner, then Superintendent of the Galena road.

The list might be extended indefinitely, did not the length of this paper forbid. The instances given are, however, typical of all the marvellous changes in thirty-two years.

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Railroad items in the newspapers, forty years ago (1842-3) were few and far between. It is not difficult to account for this, as there were but 4,200 miles of railroad in the whole United States, (less than are operated by one corporation now) not a single telegraph wire, and but few daily newspapers.

I have copied a few railroad items from bound volumes of the weekly *New World*, for 1842 and 1843, Park Benjamin, editor, New York :

#### "ON TO TUCKAHOE."

HARLEM RAILROAD.—The condition and affairs of this road have been, and still continue to be, the subject of considerable discussion, as well among individuals as in the columns of the daily press. We have hitherto refrained from the expression of an opinion, either pro or con, in regard to it, not because we have not felt an interest, but

because a press of other matter has occupied our time and space. Nor should we have broached upon it had we not listened to the tirades of malicious abuse which have assailed our ears, from a writer in one of the morning papers, "until forbearance has ceased to be a virtue."

In a recent article, he has the following: "We learn that this concern is making a desperate effort to construct their railroad up to Tuckahoe factory, mainly by loans from Westchester, with the *promise* of extending to White Plains, and thus to bubble up the stock. \* \* If we are correctly informed, they have applied to self-interest, and to local feelings, to induce the owner of another large marble quarry to extend the road to Tuckahoe, mainly on its subscriptions; but the road to be built in a 'make-shift manner,' and not in conformity to the advice of engineers of intelligence and capacity that have been consulted on the subject."

An effort *has* been made to extend the road to Tuckahoe factory; and as an evidence of the probability of its success, we would state that the contractors, whom the company have employed, "broke ground" for the extension on Monday morning, the 30th ult.; and further, that the company are now in possession of ample means and resources to finish, without delay, the contemplated improvement, and this, too, not "mainly by loans in Westchester," but from the voluntary contributions of a great number of stockholders, both in this city and in Westchester.

That there was anything "desperate" in the character of the effort, is most unqualifiedly false. So much was it of an opposite nature, that the "bulls" and "bears," as they are denominated, who have speculated in the stock of the company were totally unaware of its having been made until the arrangements had all been completed, and operations had actually been commenced.

So far as an appeal to "self-interest" and local feeling is concerned, our contemporary has been "correctly informed;" for it is from no other motives that the parties, either in Westchester or in New York, have been desired to act. But they have required no appeal, no urging to participate in an undertaking which was so clearly designed for the interest and advantage of all concerned. So far from any one individual having been the principal contributor toward the present extension, a degree of rivalry has been manifested by the residents in the vicinity in the assistance which they have afforded.—*New World*, Nov. 4, 1843.

"THE FIRST LOCOMOTIVE FROM BOSTON!"—About half-past three o'clock yesterday afternoon, two locomotive engines, the Hampton and the Norfolk, with their tenders, arrived at Greenbush from Chatham. They came over the road without encountering any other obstacle than that presented by a foot of snow. Thus the rail-road chain between Albany and Boston is at length complete.

It will be seen by an advertisement that the first train of cars will start from this city for the East on Tuesday morning. The *Clermont Eagle*, speaking of this important work, says:

"The road runs to the depot of the Erie Canal, and the manufacturers, fishermen, and importers of Massachusetts will pour over it the treasures from fifteen tributary railroads into the lap of the boundless West, and receive, in return, the products of 25,000 miles of canals, railroads, lakes, and rivers."—*Albany Daily Advertiser*, Dec. 27, 1841.

On October 20, 1842, the price of wheat in St. Louis was  $27\frac{1}{2}$  to  $39\frac{1}{2}$  cents per bushel, flour, \$2.75. At Zanesville, Ohio, wheat was forty cents per bushel.

*Successful stage opposition to the Albany & Schenectady R. R.* The stage company carried 30,356 passengers between Albany and Schenectady, from April 1, to Nov. 1, 1842, and declared a semi-annual dividend of ten per cent.

"NEW YORK AND ERIE RAILROAD."—We congratulate the public on the election of an entirely new Board of Directors of this important work. The affairs of the Company are to undergo a rigid examination, and the assignment, if possible, will be removed. The Directors have issued the following card:

#### TO THE PUBLIC.

NEW YORK, Oct. 7, 1843.

The undersigned, at the earnest solicitation of their fellow-citizens, having consented to be elected Directors of the New York and Erie Railroad Company, feel it to be their duty to state to the public distinctly the conditions upon which they have undertaken this trust. They have been informed that the affairs of the Company are in an embarrassed state, and unless a very great change takes place, its existence will, in all probability, terminate with the present year. The new Board of Directors intend immediately to examine into its condition, and report to the public the result of their labors. Should they find it impracticable to continue the work, they will make known their views and retire from the direction. On the other hand, should they find its embarrassments not so formidable but that, with proper assistance, they can be surmounted, they will call upon the public to aid them in its completion. If this call is responded to, the undersigned will continue their connection with the Company; if not, the responsibility of a failure must not rest with them.

David Austin, James Brown, D. A. Cushman, C. M. Leupp, Francis W. Edmonds, Silas Brown, Anson G. Phelps, Horatio Allen, Theodore Dehon, Matthew Morgan, Paul Spofford, William Maxwell. Several other members of the Board being absent from the city, their names could not be affixed to this document.

"NEW YORK AND ERIE RAIL ROAD."—The income of the road, from the time of its completion to Goshen, up to the first of February, 1843, was \$146,453.68, being a daily average of \$326.17, and making a yearly income of \$112,171.07. The whole expenses incurred for five and a half months, previous to the 20th of October last, were, for the Railroad and steamboat to Piermont, \$33,121.30. The expenses of the year, at the same rate, would be \$72,264.84, leaving surplus of receipts over expenses, amounting to \$39,906.23.

WHOLESALE MAIL STAGE CONTRACTORS.—The Cincinnati *Gazette*, Dec., 1843, states that the firm of Neil, Moore & Co. are very large mail contractors, and with the branch under the management of D. Talmadge, cover over 620,000 miles of service per annum, in the States of Ohio, Pennsylvania, New York, and Michigan, operating 290 teams, and 100 coaches, and employing 25 agents, and 290 drivers. The capital employed by the company in their stage business is estimated at about \$250,000, and their annual expenses at about \$300,000.

ACCIDENT ON THE UTICA AND SCHENECTADY RAILROAD.—On Friday (March 31, 1843), about five miles west of Schenectady, in consequence of some mismanagement, *not divulged*, two trains upon the same track, going in opposite directions, came in sight of each other; the *enginemmen* instantly shut off steam, reversed action, and with the firemen, all leaped from their engines, when the trains struck with awful violence; but, owing to the distance between the trains when the engines were reversed, the collision, though tremendous, *did not injure any person*. The engine, tender, and passenger cars going west were utterly demolished, as also were the engine, tender, baggage and post-office cars of the train coming east. Providentially, none of the passenger cars in this last train were injured in the least. Two hundred and fifty passengers were in these cars, and their escape can only be regarded as miraculous. There were no passengers in the train going west.

*The Chicago Democrat*, of April 25, 1843, says, 10,000 bushels of wheat were sold in that city, the day previous, at 59 cents f. o. b.

*A few years since*, fifteen days and \$116 were required to go from Boston to Baltimore; now, three days and \$37 suffices.—*New World*, December 30, 1843.